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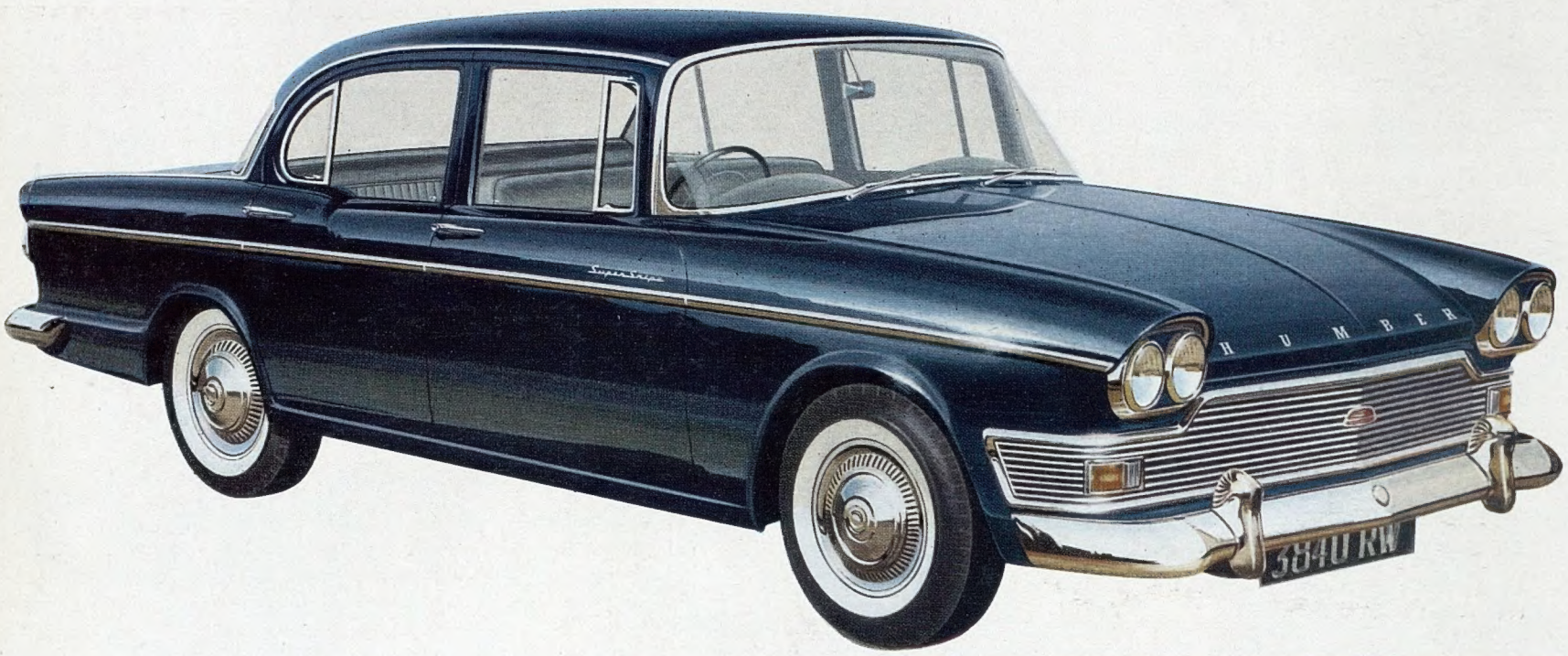

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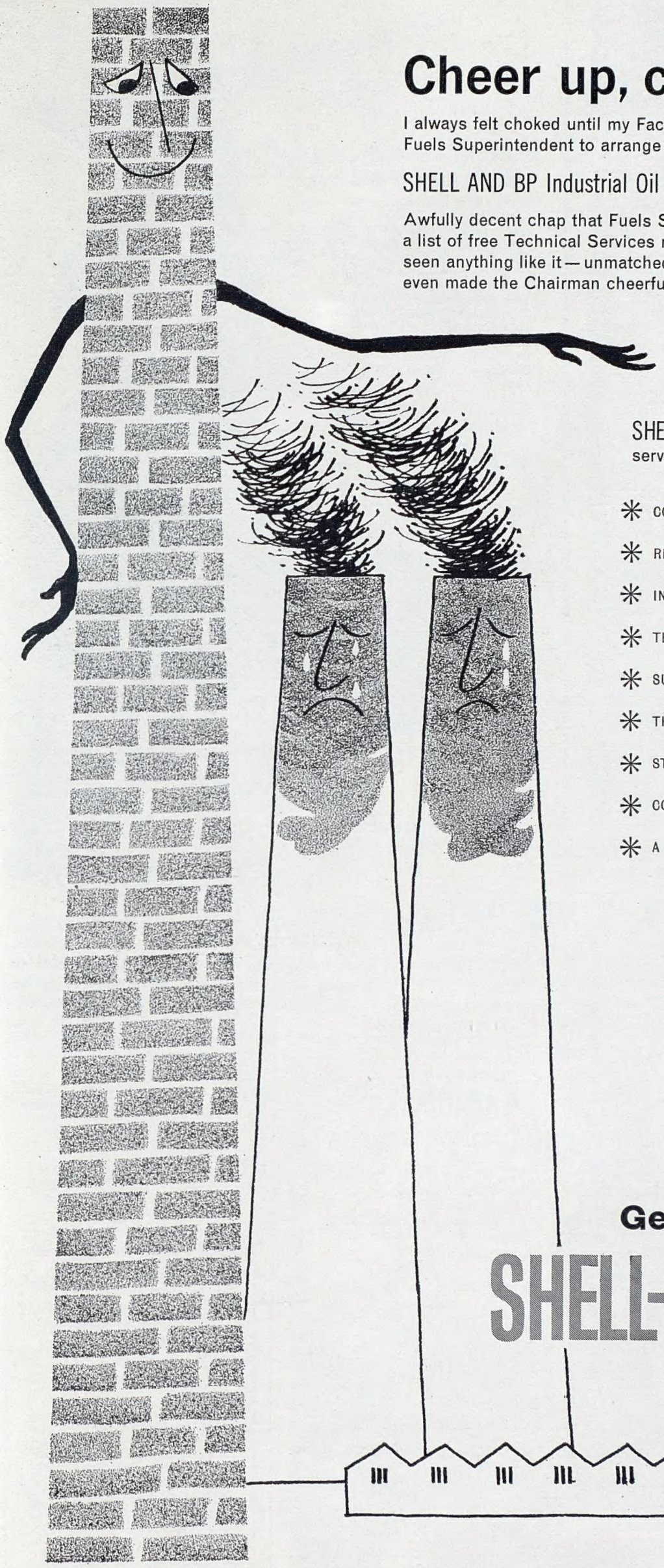

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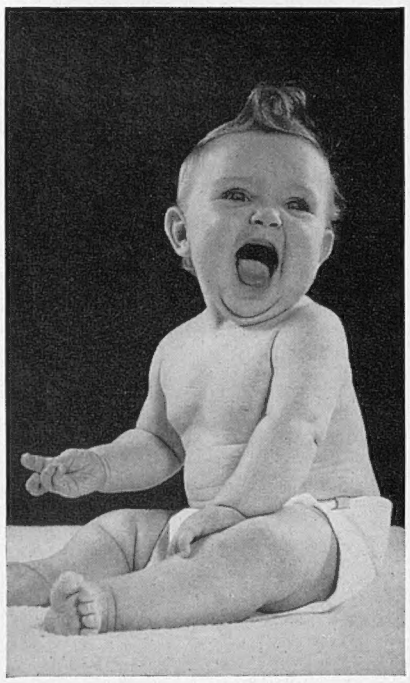

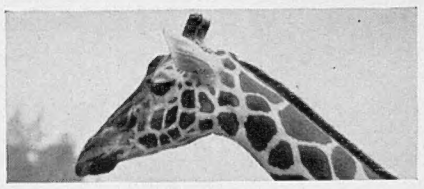

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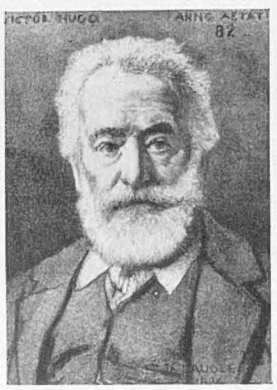

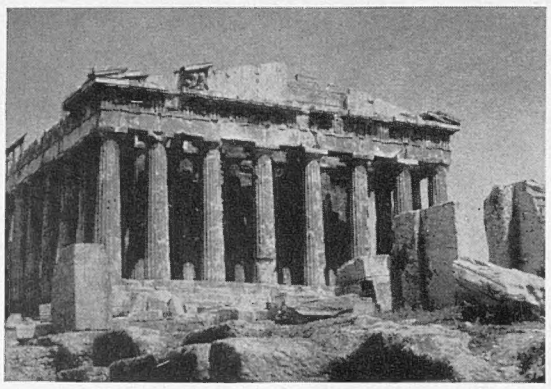

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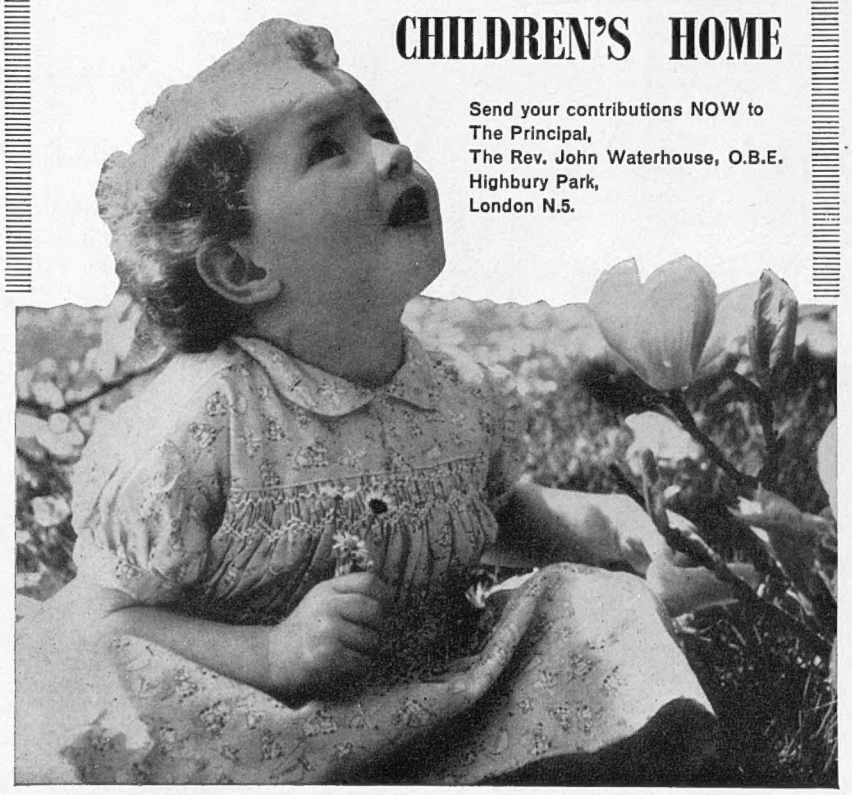

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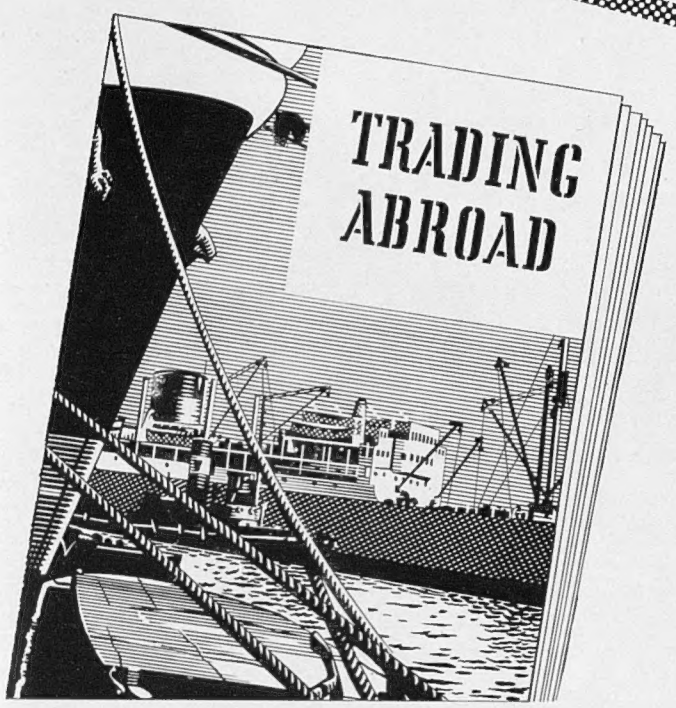

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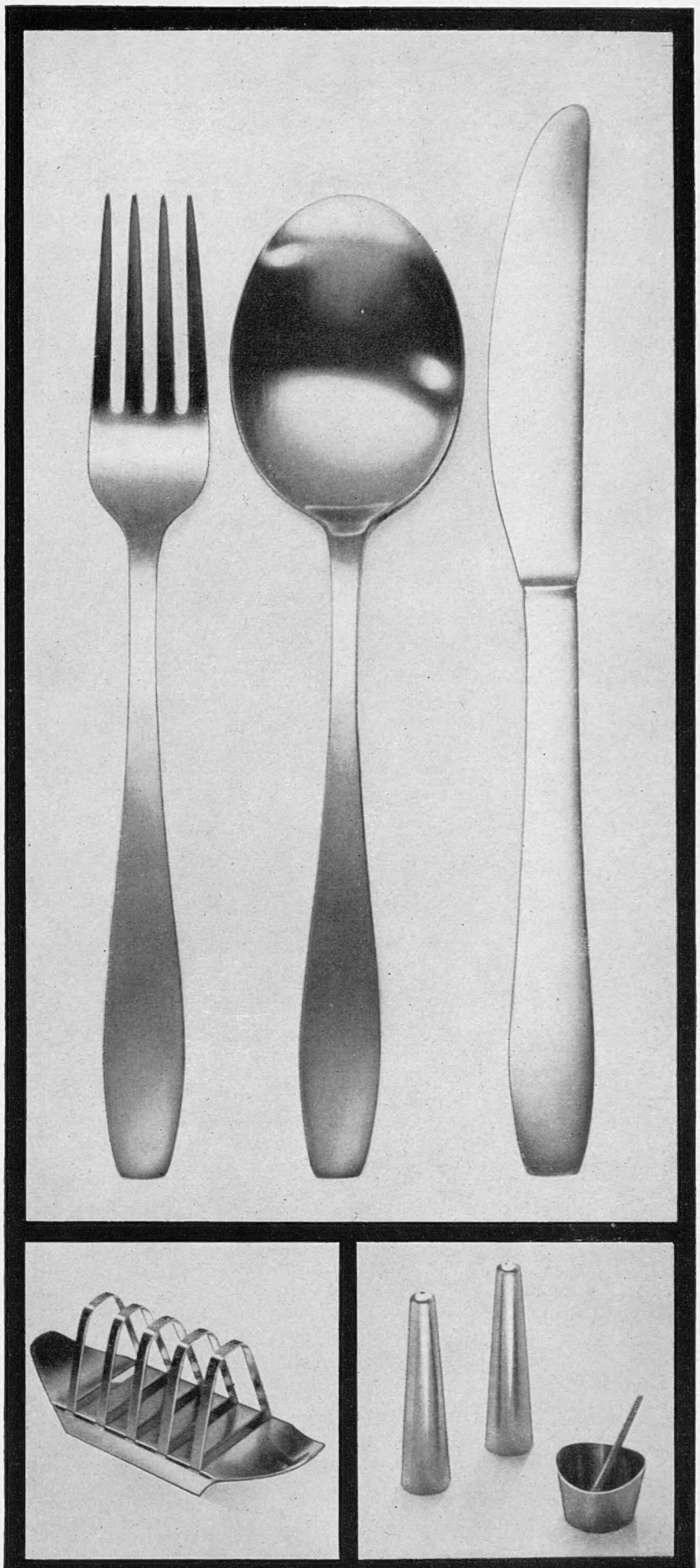

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Volume CCLII No. 3278 LONDON, March 30, 1963

THE SPHERE

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DEMONSTRATION IN NAIROBI

Men and women supporters of the Kenya African National Union demonstrate outside the consulate of Somalia in the Kenyan capital. Kanu believes in a strong central government for Kenya and is greatly opposed to the demands for the right to secede to Somalia put forward by the Somalis in the Northern Frontier District. At the weekend the tension there was increased by the resignation of 33 Somali chiefs as a protest against Britain's refusal to allow them to secede. They took this action after conferring for four days at Wajir in the NFD. They also agreed to boycott the elections in Kenya in May and not to participate in the running of their new regional assembly. A delegation was appointed to visit Somalia. While the meeting was taking place at Wajir, Mr. MacDonald, the Governor of Kenya, arrived there for talks with administrative and police officers. He did not meet any of the Somali secessionist leaders. They had already declared they would not discuss the NFD issue unless the British Government changed its mind over the future constitution (see also pages 472-474)

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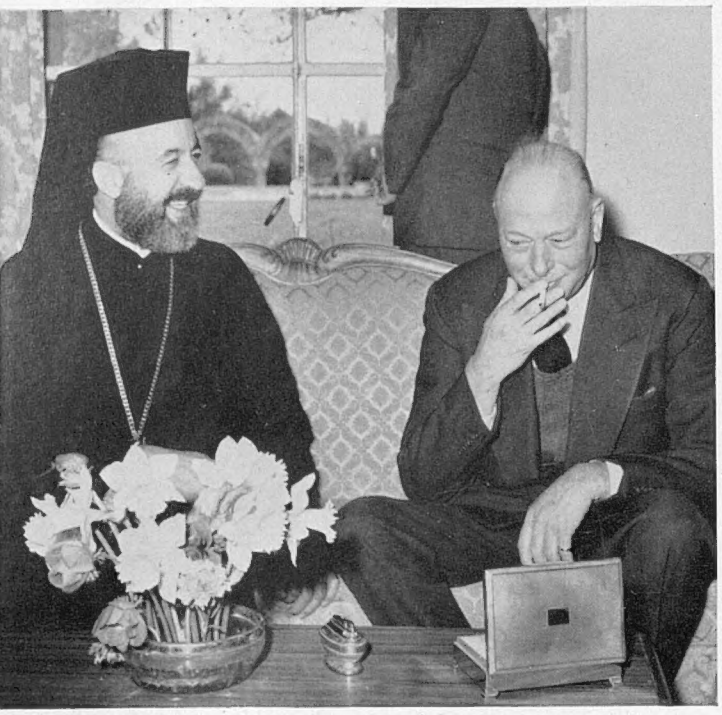
In the chapel of the Royal Palace in Gangtok, capital of the small Himalayan kingdom of Sikkim, the Maharaj Kumar, the heir to the throne of Sikkim, sits with his bride during the elaborate marriage ritual. Now a Princess, she was before the marriage Miss Hope Cooke, a 22-year-old New Yorker. At the wedding celebrations last week, a note of complete contrast was struck between the two groups of wedding guests—the elaborate costume of Sikkimese and the striped trousers and top hats of guests from New Delhi, New York and London, including Sir Paul Gore-Booth, British High Commissioner in India, and Mr. Galbraith, the U.S. Ambassador to India. The Royal family of Sikkim was led by the aged figure of the Maharaja Sir Tashi Namgyal. Climax of the Buddhist wedding ritual was the formal exchange of white scarves by the families of the betrothed, which when completed made them man and wife. The groom, whose name is Gyalsay Palden Thondup Namgyal, is 40. He met his wife in Darjeeling

AN AMERICAN GIRL MARRIES THE HEIR TO THE THRONE OF SIKKIM

Below: President Makarios and the Duke of Gloucester sit together in the Presidential Palace in Nicosia. The Duke, who was accompanied by the Duchess, was paying an official call on the President and Dr. Kutchuk, the Vice-President. The Royal visitors had flown to Cyprus from Jordan. **Below right:** They are seen in the garden of the St. John's Ophthalmic Hospital in Jerusalem, where they met a group of Russian Orthodox Nuns from a Convent on the Mount of Olives. In Jordan the Duke and Duchess spent five days as the guests of King Hussein and Princess Muna



A ROYAL VISITOR PAYS AN OFFICIAL CALL IN CYPRUS

THE DUKE AND DUCHESS OF GLOUCESTER WITH RUSSIAN NUNS IN JERUSALEM

THE NEWS IN PICTURES

ADMIRALS MEET DURING A BRITISH GOODWILL TOUR OF LATIN AMERICA

Admiral of the Fleet Earl Mountbatten, Chief of Britain's Defence Staff, shakes hands with Vice-Admiral Carlos Garzoni, the Naval Secretary of Argentina, at a reception in the Navy Centre in Buenos Aires. Extreme left is the Argentinian Secretary for War, General Benjamin Rattenbach. During his visit to the Argentinian capital on his goodwill tour of Latin America Lord Mountbatten was received at Government House by President Guido. His other engagements included a dinner given in his honour by the Foreign Minister, Dr. Carlos Muniz, and a reception organised by the British Community Council in the Missions to Seamen building. Countries in the itinerary of the tour of the Chief of Defence Staff are Argentina, Brazil, Chile, Mexico, Uruguay and Venezuela

A LIGHTER MOMENT FOR THE MAN WITH A LOAD OF SECRETS

Mr. Reginald Maudling and Signor Ugo La Malfa, the Italian Budget Minister, share a joke as they meet in the Treasury in London. The visitor from Italy had arrived for talks with the Chancellor and with Mr. Boyd-Carpenter, Chief Secretary to the Treasury, regarding Anglo-Italian relations in the light of the Common Market breakdown. During next week Mr. Maudling should steal the political limelight when he presents his first Budget on April 3

PROSPECTS OF ANGLO-CHINESE TRADE

Mr. Lu Hsu-Chang, who is the Vice-Minister of Foreign Trade for China, is with Mr. Frederick Erroll, President of the Board of Trade, in London. The arrival of Mr. Lu Hsu-Chang last week at the start of a three-week goodwill visit, during which he was to tour many parts of Britain, was the first time that any Communist Chinese Minister had come to London in his official capacity. The timing of his visit was taken to underline the British Government's willingness to develop more extensive trade relations with China. U.K. exports to China last year amounted to only £8.6 million, as compared with £31.4 million as recently as 1960. One reason for the decline was the disastrous harvests which forced the Chinese Government to concentrate on importing grain rather than machinery and other industrial products

WITH AN UMBRELLA TO THE HIMALAYA

Far right: Sir Edmund Hillary, with slouch hat in hand, carries an umbrella stuck in his rucksack as he prepares to set out from Banepa in Nepal. He was leading a small party on a climbing expedition in Eastern Nepal. The team's primary purpose was to build two schools for Sherpa children, in recognition of the bravery and services of Sherpa guides who have accompanied expeditions in the Himalaya. Among Sir Edmund's current plans is an attempt on Mount Tawache in the Everest region

THE NEWS IN PICTURES

SEVEN PRESIDENTS SHAKE HANDS TOGETHER IN COSTA RICA

At San José, Costa Rica, President Kennedy joins in a communal handshake with the leaders of six Central American countries. From left are General Fuentes, of Guatemala; Colonel Rivera, of El Salvador; Senor Chiari, of Panama; Dr. Morales, of Honduras; President Kennedy; President Orlich, of Costa Rica; Senor Debayle, of Nicaragua; and Dr. Schick, President-elect of Nicaragua. On his return to Washington from his meetings in San José, President Kennedy said that the main results were agreements on the economic development of Central America under the Alliance for Progress and on measures to control Cuban subversion in the area

CONTINUED INDUSTRIAL UNREST BY PUBLIC WORKERS IN FRANCE

In the rain in Paris public employees stage a protest demonstration during a warning strike by electricity workers. It was one of the wave of strikes and demonstrations last week in France triggered off by public support for the French coal-miners' strike. Last weekend this was three weeks old and the miners showed little sign of budging from their demand for an 11 per cent. pay rise, a 40-hour week and four weeks' holiday with pay. The Committee of "Three Wise Men," called to consider wages in the public sector of the French economy, concluded that miners' wages were 7·4 per cent. behind the average paid in private industry. The French Government accepted this figure, but talks with the miners on this basis broke down last Monday. Last week there were strikes in the gas and electricity industries and by workers at the Lacq natural gas field in South-west France

OXFORD WIN THE BOAT RACE

Oxford go into the lead against Cambridge as the two crews approach Hammersmith Bridge in the Boat Race on the Tideway from Putney to Mortlake. The 109th encounter between the universities last Saturday saw Oxford win by nearly five lengths in 20 mins. 47 secs. The Dark Blues won the toss and chose the Surrey station: the wind was north-north-west. Cambridge went into an early lead from the start, striking 40 strokes in the first minute to Oxford's 38, but at the mile post were being held to a two seconds' advantage. By Harrod's, Oxford had drawn level, and by Hammersmith were ahead with the long Chiswick bend ahead in their favour. From then to the finish they never looked like being beaten

NEWS SUMMARY

French intransigence continues; Sahara nuclear test and Middle East rockets; more problems for the Government in Britain; moves in U.S. to cut foreign aid; Indian fears of further Chinese aggression

INTERNATIONAL

Hopes of better relations between Britain and Western Europe were shattered again by France last weekend. A meeting arranged for this week in **Bonn** of the Foreign Ministers of the Western European Union (Britain and the six Common Market countries) had to be adjourned because the French refused to attend if European matters were discussed. The French action followed the boycotting by M. Couve de Murville, France's Foreign Minister, of the NATO meeting in **Paris** which was addressed by Lord Home. It appeared that the appeal made after this by Sir Pierson Dixon, British Ambassador in Paris, to M. de Murville for French co-operation in keeping the West united had fallen on deaf ears.

A protest against the new French nuclear test in the Sahara was voiced by the UAR delegate at the 17-nation Disarmament Conference in **Geneva.** Several other delegations supported the protest.

In **Washington** it was learnt that Russia was prepared to renew the exploratory bilateral talks with the U.S.A. regarding Berlin. They were stopped by the Cuban crisis last autumn. The new round of conversations, probably starting before the end of the month, was expected to take place in the American capital.

GREAT BRITAIN

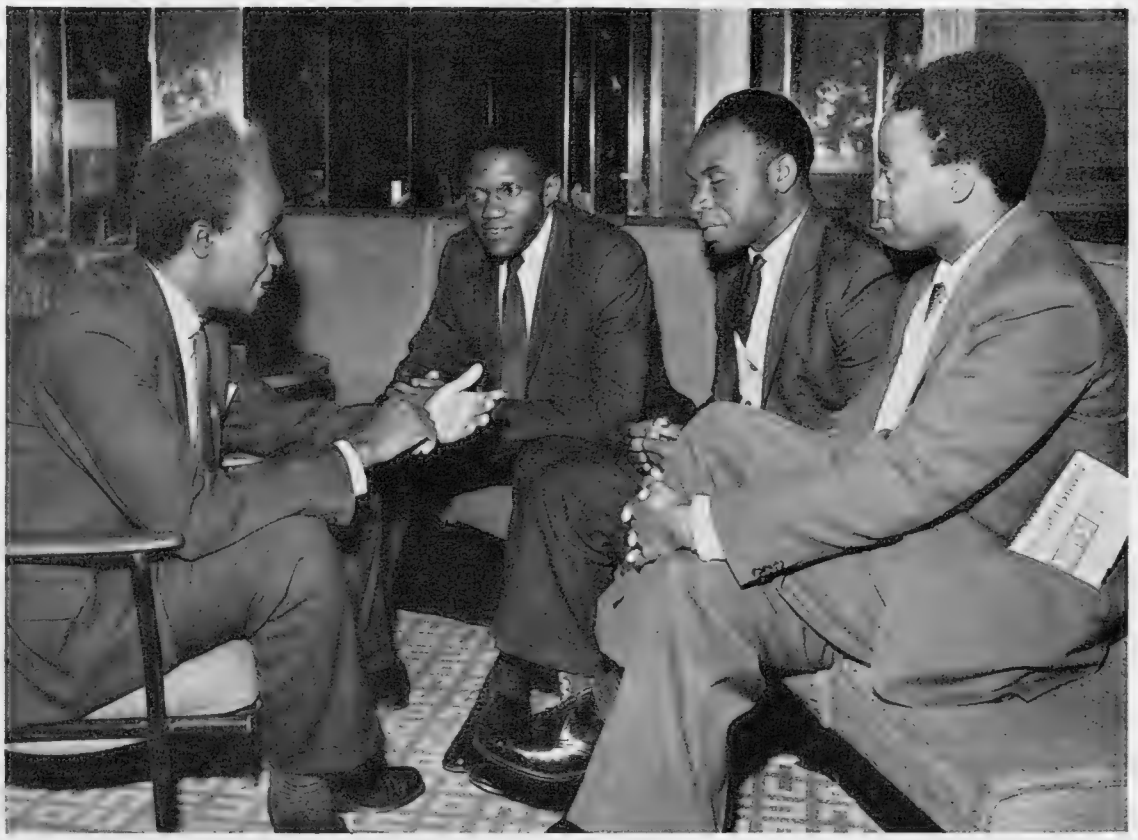
The **Colne Valley** by-election last week saw the seat held by Labour—its candidate was Dr. Patrick Duffy—with a reduced majority, the Liberals in second place in a seat they hoped to win, and the Conservatives third, their votes down by half. Two more by-elections took place this week on Thursday, at **Rotherham,** where Labour was defending a large majority against a Conservative and an Independent; and at **Swansea East,** where Labour was defending an even larger majority—of 20,000 at the General Election—against a more varied field, Conservative, Liberal, Welsh Nationalist, Communist and Independent.

According to the Chairman of the Conservative Party, Mr. Macleod, the publication of the Beeching Report on the railways was bound to bring electoral unpopularity. Speaking at the party's Yorkshire provincial council at **Harrogate,** he said that it would be a classic test for the Conservatives. "You must have a railway system geared to the needs of the 1960's rather than those of the 1850's. But there will be difficulties."

Another issue on which the Government has been facing bitter opposition is education. This week the Opposition attacked in the House of Commons over the cuts in the school building programme and the shortage of teachers. Durham County Teachers' Association withdrew its invitation to Sir Edward Boyle, Minister of Education, to be a guest at a dinner because of his pay policy. Another Government minister found himself unpopular in the academic world last weekend. Following protests by dons at **Cambridge,** a recommendation that the University should confer an honorary degree of Doctor of Laws on Lord Hailsham was withdrawn. The protest arose over Lord Hailsham's remarks in the Lords that "America's need to live parasitically on other people's brains because of the inadequacies of their educational system is the major cause of British scientists moving to America." A statement by the protesting dons pointed out that America pays for much research in Britain; and that the main issue was the lack of adequate finance from the British Government for education and research. (The last time an honorary degree was withdrawn in similar circumstances was in the 1930's—the politician involved was Ramsay MacDonald.)

Last week, in the Commons, Mr. Brooke, the Home Secretary, agreed to a "stay of execution" in the extradition of Chief Enahoro back to Nigeria to face a treason charge. This stay was granted until the House had been able to express its will in a division. The Opposition then tabled a motion of censure for early this week. The heart of the Opposition's case, as put by Mr. George Brown, was that the Home Secretary's decision put Commonwealth citizens at a grave disadvantage compared with foreign citizens who had for centuries been entitled to political asylum.

Informal talks began in **London** this week on the future of the Central African Federation. Mr. Butler, Minister for Central African Affairs, started the discussions with the Northern Rhodesian delegation.



Mr. Kaunda, leader of the Northern Rhodesian Party UNIP, talks in London with members of his delegation before meeting Mr. Butler. From left are Mr. Kaunda, Mr. Arthur Wina, Mr. Chitanonsa Kamanga and Mr. Elijah Mudenda

UNITED STATES

At a mass meeting in Madison Square Garden, **New York,** last weekend, the printers voted to end their 107-day strike against the city's major newspapers. It was hoped that the newspapers would be appearing again this week. The Publishers' Association claimed that the total loss to the industry and the city's economy as a result of the dispute might be more than £70,000,000.

The report on the U.S. foreign aid programme by a special committee under General Lucius Clay was published in **Washington** last weekend. The study was commissioned by President Kennedy from a top-level committee, which included Mr. Eugene Black, former President of the World Bank. It calls for a reduction in amount and scope of foreign aid, pointing out that U.S. economic or military assistance was currently going to 95 countries or territories. President Kennedy is shortly to send to Congress a 4,900,000,000 dollar request for the fiscal year starting July 1, but nobody expects this to get through without being cut.

MIDDLE EAST

Talks on an Arab Federal Union were continuing this week in **Cairo** between Syria, Iraq and the United Arab Republic. A Yemeni delegation had been invited to join the talks. In Syria, Premier Bitar's Government banned 74 people from taking part in political affairs. They include Government leaders at the time of Syria's secession from the UAR in September 1961.

A further Israeli attempt to prevent German rocket scientists from working on missile projects in Egypt was reported last week. In Tel Aviv this new Egyptian threat was discussed by the Israeli Cabinet. A West German Government statement that the work of the scientists could not be stopped had been rejected by Israel. It was reported from **Sanaa** that German scientists from Egypt had visited possible rocket sites in Yemen.

King Saud of Saudi Arabia's private Comet airliner crashed in the Italian Alps on March 20. The King, convalescing in Nice after an operation in Switzerland, claimed it was a sabotage plot.

In **Ankara** in Turkey there were demonstrations and counter-demonstrations after the release, for health reasons, of ex-President Bayar, imprisoned following the revolution of May 1960.

INDIA

In **Delhi** last Saturday the Indian Prime Minister, Mr. Nehru, warned that China might be planning further aggressive action on the border. He was making a statement in the Lower House of Parliament

THE ROYAL TOUR

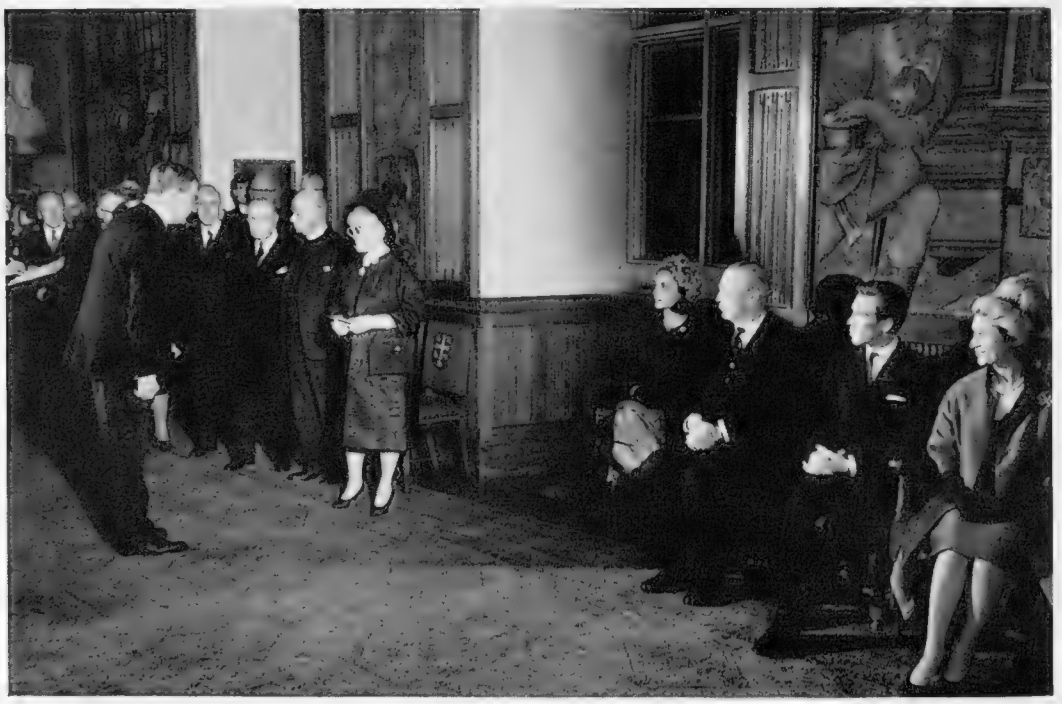
The Queen and the Duke of Edinburgh were expected to arrive at London Airport on Thursday of this week at the conclusion of their tour of Fiji, New Zealand and Australia. They were flying home via Canada (see also overleaf).

Aboriginal stockmen mustering cattle are watched by the Queen and the Duke of Edinburgh on the Hamilton Downs Station, a ranch of 1,400 square miles near Alice Springs

ROYAL ENGAGEMENTS

In the final stages of her Australian tour, the Queen went through the Northern Territory and on to Perth. On the west coast, the *Britannia* called in at Yampi Sound for a visit to an iron-mining community; at Broome, the pearl centre, where gaol prisoners were permitted to

LONDON: The Queen Mother arrives at the Piccadilly theatre for a performance by the Comédie Française Company



Princess Margaret, Lord Snowdon and Mr. Macmillan in the Jerusalem Chamber in Westminster Abbey watch the German Ambassador, Herr Von Etzdorf, hand a cheque to Lady Parker

join in the welcome for the Queen; and at Geraldton.

In London during last week, among the engagements of other members of the Royal family, was Princess Margaret's attendance at the Jerusalem Chamber in Westminster to see cheques handed over for the scheme to restore St. John's Church, Smith Square.

The Queen and Prince Philip leaving the home of Mrs. Elsie Jenkins in Alice Springs where they saw her famous collection of opals

The Queen meets aboriginal artists at the Tmar Mara Art Gallery in Alice Springs. She is shaking hands with Edwin Paperoultja

Children welcome the Queen at a township on the route from Alice Springs to Darwin

JOHN CONNELL

PEOPLE AND FOOD

If you have ever seen real hunger, the memory of it is ineffaceable. Twenty years have gone by since, at the tail end of the monsoon, I was sent down from Delhi to Calcutta, to take charge of the military press censor's office. There was little or no fighting on the Assam-Burma border, South-East Asia Command was about to be formed, and there were (in the view of the Bengal Government) too many war correspondents in Calcutta chasing too little news. There was also a famine in the surrounding countryside, a harsh fact which the Bengal Government was reluctant to admit, though *The Times of India*, at the insistence of its courageous editor, Mr. Ian Stephens, proclaimed the truth day after day.

My task, at the request of the Bengal Government, was—on the very thin pretext of " security "—to prevent this intelligence from reaching the enemy. My role in this singularly inept effort, on the part of a very harassed bureaucracy, to entangle military needs and political anxieties, was to censor the outgoing despatches which all accredited war correspondents had to file through my office.

At the hotel in which I was billeted, the ordinary dinner was seven courses long, and on gala nights (which, I think, were Thursdays and Saturdays) it ran up to 13. Having consumed my portion of this ration, I would then go into the warm, damp black-out and walk to my office, because most of the correspondents filed at night. My first chore, every evening, was to ring up police headquarters and ask them to send to collect the dead and the dying—they would number anything from six to 20—who had crawled to shelter up the office's dark but dry staircase. Then I would settle down to try to persuade members of my own civilian calling to change the word " famine " to the three words " grave food shortage." They took my persuasions ill, I hated offering them, and I was inordinately grateful when I was transferred elsewhere to other—and more useful—duties.

It was a bleak experience. Day after day, night after night, I met hunger in its most terrible, most hopelessly despairing forms. Nobody has ever made a reliable count of the numbers of those who died in the Bengal famine of 1943. Yet the food that could have saved many of those lives existed; and when Wavell as Viceroy and Auchinleck as C.-in-C. put the Army in charge of relief, the innumerable go-downs dotted about the countryside were opened; and out came the grain which the merchants had hoarded.

That famine was man-made, a consequence partly of cupidity and partly of inadequacy of communications. It was dire hunger in the midst of comparative plenty. And on a world-wide scale this is the phenomenon which the Freedom from Hunger campaign is a serious and constructive attempt to tackle. The campaign's inauguration in Britain last week drew public attention to it dramatically if not always aptly or tactfully. Famine (it is grimly salutary to recognise) is only in acute form the ultimate result of the condition of perpetual under-nourishment which is endemic for a majority of the world's population.

A few of us in a few countries eat extremely well. For the sedentary, urban occupation we pursue we undoubtedly eat too much; obesity, high blood pressure and a heart condition are some of the physical penalties that must be paid for the ill-balanced lives we lead. But enough food for a whole population, all the year round—an adequate and balanced diet for millions—is a new and rare conception in human history. Before 1939 a considerable proportion of the population of the United Kingdom was permanently under-nourished; and it is only indeed since the end of World War II that we have, as a nation, taken it for granted that we all should have enough food for everyone in every household all the time. Though even now some elderly people, whom the statisticians (I greatly fear) never reach, live below the margin of subsistence, no child in this country goes perpetually hungry.

But in Asia, Africa and Latin America millions of children are hungry from the day they are born; and those millions increase year by year, as wars decrease and diseases are brought under control. Our consciences rightly are stricken at the recognition that we, in a corner of North-West Europe and North America—not a very big part of the world's surface—are fully fed and our children are fully fed, while throughout the rest of the world whole vast populations are hungry all their lives. We are convinced that it is our responsibility to make effective, all over the world, those ameliorations which have transformed our own society in the past century and a half.

Lady Dorothy Macmillan welcomes to a meeting in Admiralty House Earl De La Warr, chairman of the U.K. Freedom from Hunger Committee, and Lady De La Warr, during Freedom from Hunger week

Are we, I wonder, aware of the urgency as well as the enormous scope of the task we are undertaking? In order to conquer hunger, and in the process of conquering hunger, humanity must and will attack many of the other maladies and afflictions to which it has for so long been subject. Field upon field of scientific and technological development opens up; and all this effort is implicit in the single—apparently simple—striving to see that everyone in the world has enough to eat.

Can our food-growing, food-making and food-preserving techniques keep pace with the alarmingly steep rise in the world's population? One of the many facets of human existence that has not yet been brought under planning control is the procreative impulse, men and women go on having children: and as societies become civilised, the number of children who die young drops quickly.

The population explosion is not just a piece of journalistic jargon; throughout Asia, Africa and South America it is happening now. It is one of the two most formidable phenomena of our time, equalled only by its ultimate opposite, the thermonuclear bomb. There are more and more human beings, and there is an increasingly effective means, at the disposal of a few in a small number of countries, of killing many millions of them, if not the whole species.

The intellectual and spiritual processes, underlying what we are doing on the practical surface of our lives, need, it seems to me, some really constructive analysis. It is not enough to sit down in Trafalgar Square, or march round Hyde Park, wailing "Ban the Bomb "; it is not enough ourselves to fast, once in a while, for the sake of others, and to send our cheque to the local branch of the Freedom from Hunger campaign. To say this is not to deny or to denigrate the worthy impulses behind these activities; but it is, I think, to stress the need to ask why, and what will be the foreseeable consequences. Activities, excellent in themselves, do lead to results which can be cruel or tragic.

We tend to take it for granted that the series of revolutions through which we, in North-Western Europe and North America have passed since the beginning of the eighteenth century, have been on the whole beneficial to ourselves; and we regard it as axiomatic that we are in duty bound to transmit the benefits of our civilisation—itself in no small measure the product of these revolutions—to others. I am not thinking now of " Western values," but of Western penicillin and barbiturates, of Western crop-control, canning and refrigeration; of the internal combustion engine, the electronic computer, the washing machine and the wide-screen television. Are the under-developed countries under-developed only because the vast majority of their populations have habitually empty bellies? Is it a fact established beyond argument that political emancipation, educational development, and the acquisition of technical and technological skills are, of themselves, virtuous aspirations?

There is, I think, a good deal of evidence to show that these are either the accompaniments or the consequences of the appeasement of hunger. Appetites grow as they are fed. One set of satisfactions leads to a new set of desires.

I have on my desk, as I write, a letter from the President of the City of Westminster's Freedom from Hunger campaign. In it he describes the two projects on which such money as Westminster raises will be spent: first, the establishment, under the direction of the U.N. Children's Fund, of a plant (at a cost of £250,000, of which Westminster will pay half and the Government of India the other half) for pasteurising or for preserving milk in dried form, in the Hyderabad-Secunderabad area; and second, the renovation and reorganisation of a remote and run-down region of Greece (at a cost of £300,000 similarly shared between Westminster and the Greek Government) and a plan to build a road and get a water supply to it, to produce better types of crops and stock, and to set up a co-operative factory for cheese-making and another for processing olive oil.

Without question I believe these to be good projects, and I have made out my cheque accordingly. The object of both projects is that the people in each area shall, as a result, have fuller bellies; and, as I began by saying, when you have seen the degradation and listless despair and the dehumanisation that are the consequences of hunger, you do not argue about the efforts to conquer hunger. But that victory—admirable as it will be—will have momentous consequences, some of which will be equally admirable, others of which we cannot now even imagine; but some of them, without doubt, will be both challenging and dangerous.

A huge wooden horse stands in Valencia during the celebration of the Feast of St. Joseph. Elaborate structures of this kind—often satirising some local person or event—are traditionally set up for the fiesta which lasts for two days. At midnight on the second day they are ceremonially burnt

WOODEN HORSE OF SPAIN

b

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

Bonnie Prince Charlie's Silver camp canteen is auctioned at Christie's for 7,200 guineas. Put on sale last week by Viscount Bury, the canteen was found in the Prince's tent after his defeat at the Battle of Culloden in 1746. It was bought on behalf of an anonymous collector in Scotland

Left: Burgomaster Emile Hamilius (left) with the Lord Mayor of London Sir Ralph Perring at Mansion House. The burgomaster led a civic delegation from the City of Luxembourg on a four-day visit last week to the Borough of Holborn, which has a civic link with the City

THRIFT—MY FOOT? "Put by for a rainy day." That advice has been a nursery maxim since I was born. Since the war, intense Government-inspired propaganda has been poured out to bring the maxim home to all of us. The very neighbours in our street have banded together to persuade us to save, making house-to-house calls, and the Government has praised and even rewarded the most successful persuaders. "Save for prosperity, for your own peace of mind, for your country's good." Of course, it was always assumed you would save *wisely*. Putting bank notes in an old stocking was the lowest form of saving, inviting both the attentions of burglars and the temptation to empty the stocking yourself at a sudden whim. But War Saving Certificates ranked high—higher than Premium Bonds which, carrying, and perhaps encouraging, an element of gambling, seem to contradict the stern duty of thrift. It was best (until today) to lend to the Government who would wisely employ your savings for your own and your country's good. But now the horrid theory grows that for years Government has been frittering them away on moth-ball ships and absurd experiments in space. And, more than that, Government, in changed economic circumstances, is beginning to think that its saving propaganda has been too successful. Saving for your own peace of mind is not helping to combat unemployment and lagging productivity. Unless you prime the Chancellor's pump in his way, you are merely being selfish—a dog-in-the-manger. So put your old stocking on your own leg, cash your War Saving Certificates, give up all hope of a Premium bond prize (if you haven't done so long since) and buy, buy, buy; new cars, new gadgets, new clothes. (Anyway, if you don't, Mr. Callaghan will scoop the lot of your savings, if he gets the chance.) If you do spend more, the unemployment figures will drop, productivity rise smartly and the Tories will romp home again. And if you must save, lend your money direct to industry. Try to forget all that "prudence" propaganda and go on a spending spree. Only so can you save your country. Who wastes if England lives? It's all very confusing, I find; but of course Lord Mackintosh and his teams will not be discouraged. The old nursery maxim is not snuffed out by any temporary expedient or economic theory.

The Archbishop of York, Dr. F. D. Coggan, at the 75th anniversary dinner of the National Federation of Meat Traders, at Dewsbury, Yorkshire. The Archbishop's father and grandfather were former presidents of the Federation. With him are, from left, Lord St. Oswald, Parliamentary Secretary to the Ministry of Agriculture; Mr. T. G. Guy, the Federation's current President; and the Mayor of Dewsbury, Councillor J. H. Lill

THE PREMIER STAKES. How remarkable (and how discouraging to some of the runners) are the swift changes of the betting odds in the "Premier" Stakes. One day a classic is favourite, another day an outsider jumps to favourite. The latest forecast reveals that Mr. Heath has pulled up ahead of the favourite; and more, that the favourite of December 1962 is now due to retire to the stud (or the House of Lords). There are many surprises in the latest call-over. Only "the other day," Macleod and Home were both short-priced fancies. Today they are outsiders. Only the other day, "no one had heard" of Heath. Hailsham has dropped a few places, but astonishingly that old war horse, Butler, has climbed again to third favourite. All these speculations assume that the "representative cross-section" of the public not only is representative, but has accurately decided that Macmillan must go. Opinion polls are not always right and Mr. Macmillan may not intend to be left. But it must be discouraging to receive your congé from the voice of Britain in the very article of a fighting prophecy of one more Tory Victory at the polls.

GILBERTIAN DRAFTING. Sometimes a layman seems justified in saying "The Law's a h'ass," and adding the rider that drafters of bills are sometimes curiously shortsighted. Take the 1959 Obscene Publications Act, as an example. In its drafting and in its application in the courts, the Act appears to defeat its own ends. A court rules that certain photographs printed from negatives are clearly obscene within the Act. It orders those photographs to be destroyed. But it has no power to order the destruction of the negatives from which alone the prints could have been made and could be made again. It is open to defendant's counsel successfully to argue that, even if the prints are held to be obscene, the negatives are too obscure to be obscene. But in any case the defendant can sit pretty on the obscurity of the words "film and article" in the Act. No legal judgment has ruled or can rule that either of those words is intended to include a photographic plate or negative. So it is that the Act of 1959 cancels itself out by loose drafting and all a judge can do is to mop up a little

Boats assemble for the Schools' Head of the River race at Chiswick. The holders, Emmanuel School, retained the trophy, ahead of St. Paul's School. Conditions were ideal for rowing over the course from Chiswick Eyot to the Westminster School boathouse

Right: Colour Sergeant Uttamsing Gurung, B.E.M., is chaired outside the Sergeants' Mess at the Gurkha H.Q. at Tidworth, Hampshire. Last week, Sergeant Gurung received the B.E.M. with a citation emphasising his devotion to duty

pool on the carpet without stopping the leak in the roof. It is very much W. S. Gilbert's cup of tea.

A BREATH OF FRESH AIR. Risking the unlikely accusation of being a fellow-traveller on the Communist band-wagon, I record my hearty approval of the show put up at the Albert Hall by the Red Army Team of singers and dancers. To be sure, we sometimes get the same sort of élan, enthusiasm and superb training in our own service tournaments, but certainly the Red Army in their singing and dancing numbers made our popular crooners and twisters appear both decadent and unwholesome, and convinced me afresh that we have a lot to learn (and with humility) from other nations of every tongue and ideology. In Tsarist times, of course, the Russians were famous for their male-voice choirs and their acrobatic down-to-earth dancing, and very wisely the Russian Revolution preserved something of value from the old régime. It certainly blew a breath of fresh air through Kensington that night at the Albert Hall and perhaps tore a wider hole in the Iron Curtain than years of " diplomatic exchanges " have done. The Red Army is something more than a bogey; if its leaders usually treat it as such for propaganda purposes, its rank and file can teach us something useful in the arts of peace. In America some of the arts of peace are less meritorious. In the U.S.A. some fashionable ladies have taken to the craze of wearing live, coloured beetles from South America as brooches. These poor creatures wander over the ladies' frocks, hobbled to prevent them straying into the ladies' bosoms. Live toads would have been equally effective since they " bear a precious jewel in their heads." But the U.S. Government has stepped in and live beetles are off; not indeed from motives of humanity or as a check to socialite silliness, but from risks to agriculture. Still, that ukase on beetles, too, represents a breath of fresh air in the Western democracies.

A CHARTER FOR DEER? The lethargy of Governments concerning all that relates to insensate cruelty to animals has long been criticised by responsible societies formed to fight their cause and by humanitarians-in-principle. Indeed, that lethargy has produced fanatical crank-societies. I only hope that our Government will redeem its reputation by swiftly putting on the Statute book Mr. J. Moore's private bill (a Charter for deer) which received a unanimous second reading recently. There is much still to do in committee. Government dilly-dally is partly due to the difficulty of balancing various interests concerned. The deer are not the friends of farmers or always of foresters and horticulturalists. Obviously, they must be controlled and kept within measure; but no amount of nice balance between vested interests can possibly deny the principle that a civilised country should not countenance the extermination of wild animals by torture at the hands of insensate sadists with any weapon, licensed or unlicensed, utterly incapable of humane killing. And such weapons today are in common use. Scatterguns with No. 6 shot, discharged at 80 yards' range, powerful air-guns, cross-bow arrows, " armoured " cars; all through the year and in the breeding season, the hunt is up after fallow, roe, red and sika deer, which, if they cause destruction in farms and young plantations, are one of the vanishing charms and delights of our fast-disappearing country life. The real crux, of course, comes after the pains and penalties bill becomes law. The sadist-killer or torturer, it is true, must first catch his deer. But that is equally true of the authorities—they must first catch their sadist before they can wound him. And Britain today is an arsenal of unlicensed weapons easy to disguise; and at weekends they provide " sport " for thousands of youths who cannot be trusted with a pop-gun.

THE OLD STAGER

Young window-cleaner on the way to the top—Finch (Warren Berlinger), star of the new American musical. **Below:** Womper (Bernard Spear), chairman of World Wide Wickets, and minions

ENTERTAINMENT

HOW TO SUCCE

at the Shaftesbury from March 28

Already a huge success on Broadway, where it has been running since October, 1961, *How to Succeed* (to shorten a mouthful of a title) arrived in the West End this week, heralded from Manchester where it was tried out, with all kinds of glowing plaudits. For it, the old Princes Theatre has been renovated and given the new name of The Shaftesbury. London critics have been wont to complain that English productions of U.S. musicals are pale copies of the original, chiefly for the reason that English musical stage stars do not sound American. In this musical, most of the male leads are being played by Americans. As Finch, whose climb to the top of World Wide Wickets Inc. forms the basis of the plot, Warren Berlinger may well emulate the huge success Robert Morse gained in the role on Broadway.

"The World Wide Wickets Girl" (Eileen Gourlay)

In contradistinction to this musical is *Half a Sixpence*, a British musical which opened last week at the Cambridge. This is based on Wells's story of a draper's assistant left a legacy which brings him only trouble. Starring in the show with its turn-of-the-century background is Tommy Steele, taking another step in his transformation from pop singer to theatrical star.

Photographs by Tom Hustler

HALF A SIXPENCE

at the Cambridge Theatre

Very much the star of the new British musical based on H. G. Wells's novel is Tommy Steele as Kipps. **Above:** he is with Helen (Anna Barry) and **right:** he sings about "Money to Burn" in the bar of The Hope & Anchor

ED IN BUSINESS WITHOUT REALLY TRYING

A key moment in routine office life—the coffee break. The company are led by Bud Frump (David Knight) and Smitty (Josephine Blake)

THE VOICE OF THE COMMON

CANADA

New facilities for the greatest users of the telephone in the world

New telephone facilities installed last year by the Bell Telephone Company of Canada will help Canadians to remain the world's greatest users of the telephone.

Bell, which serves over 60 per cent. of all telephones in Canada, began a $221,000,000 construction programme in 1962 that includes two new completed microwave systems in the province of Quebec, and a new 15-storey building in Toronto, to be completed in 1964. During the year 200,000 telephones were added to the Bell system, and 74 exchanges were converted from manual to dial operation, bringing dial service to nearly 97 per cent. of the telephones served by the company.

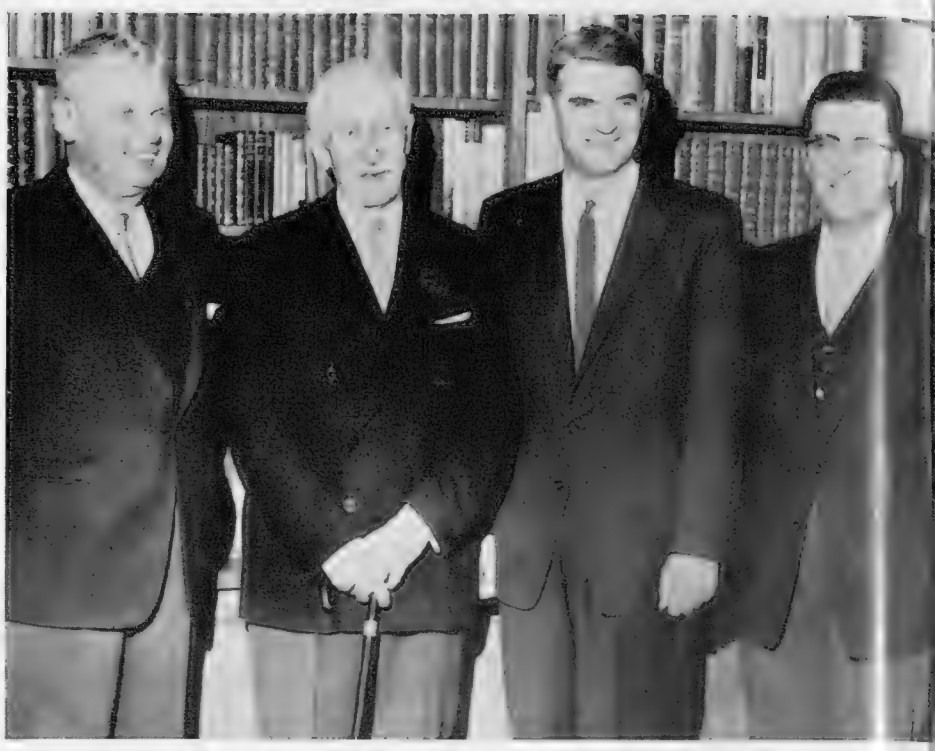
New services included:

A " teletypewriter exchange service (TWX) " which permits the transmission of typewritten messages at speeds of up to 100 words a minute to any other TWX machine. The machines of any one subscriber can " talk " to the machines of any other subscriber, in a manner similar to normal telephone service.

" Telescript," a service which permits transmission of hand-written messages and reports to a telescript receiver anywhere in the telephone network.

" Dataspeed," which permits the transmission of typewritten messages at speeds of more than 1,000 words a minute—ten times faster than the fastest teletypewriter tape transmission previously available.

A " repertory dialer " (equipment which dials telephone numbers automatically), a " volume-control hand set " for persons with hearing difficulties, a " telephone for noisy locations," and a " new compact low-rental set for private mobile telephone service " were also made available during the year.



After being sworn-in in Ottawa, two new Canadian Cabinet Ministers stand with Major-General Vanier, the Governor-General, and Mr. Diefenbaker. They are, Mr. McGee (Without Portfolio); Mr. Asselin (Forestry). Mr. Ricard was also sworn

The items in " The Voice of the Commonwealth " are contributed and do not necessarily reflect the views of the Editor of " The Sphere "

One of the many outboard motors used by fishermen on Lake Victoria

A Fisheries Department official records a catch at Entebbe

UGANDA

The rapid mechanisation of the fishing fleet on Lake Victoria

Uganda seems to have advanced more quickly in the mechanisation of her fishing fleet than many other countries in East or Central Africa. It is estimated that there are now 1,500 outboard motors in use by the country's fishermen. According to an official of the Fisheries Department at Entebbe, even today in the Kenya waters of Lake Victoria, it is rare to see an outboard engine in use, whereas most of the fishermen on the Uganda side of the lake use them regularly.

The official said that ten years ago there was not a single outboard engine in use in Uganda. He attributed the rapid advancement in the mechanisation of boats to three factors. These were the encouragement given by the Fisheries Department to the fishermen to power their boats with engines so as to save labour, extend their range and speed up their operations; the part played by the boat-building section of the Masindi Technical School, coupled with the influence that commercial boat-yards have had on the trend towards mechanisation; and the assistance from the African Loans Fund in providing loans to the fishermen.

The official revealed that last year, 207 outboard engines were bought by fishermen—an increase of 50 engines compared with the previous. year. The smaller engines proved the most popular because of their economy in fuel. It was added that during the year, a total of 3,152 licences were issued to fishmongers throughout Uganda. A Food and Agriculture Organisation publication covering fish production states Uganda to be 50th of 193 fish producing countries. The recorded total of fish caught in 1961 was 61,000 tons.

WEALTH

THE COMMONWEALTH IN BOOKS

An exhibition of books about the Commonwealth—its peoples, history, geography, art, and everyday life, as well as works by Commonwealth writers past and present—was to be opened by the Duke of Devonshire, Minister of State for Commonwealth Relations, at the Commonwealth Information Centre, Marlborough House in London, on March 26. Arranged by the National Book League with the co-operation of the Commonwealth Relations Office, the exhibition is intended particularly for teachers and librarians. It closes on April 30.

BOOK REVIEWS

Past times in India and Rhodesia ; and Jamaica today and yesterday

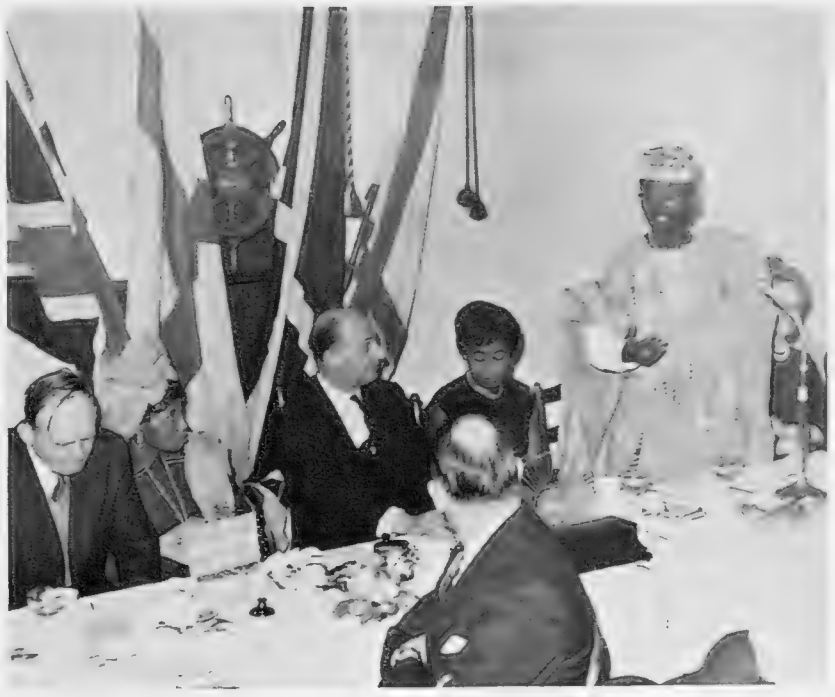
NANA SAHIB AND THE RISING AT CAWNPORE (Oxford University Press. 30s.) is a detailed account by Pratul Chandra Gupta of an important leader in the Indian Mutiny of 1857. Once the most widely discussed Indian in Europe, Nana Sahib's notoriety was based on his part in ordering the massacre of Europeans at Cawnpore. His first brush with the Indian Government was over its refusal to continue a pension paid to his father, the peshwa Baji Rao II, who adopted him in 1827. Baji Rao was the subject of two earlier works by the author of this book.

For anyone interested in African travel TRADE AND TRAVEL IN EARLY BAROTSELAND (Chatto and Windus. 30s.) is required reading. This second volume in the Robins Series edited by Dr. Desmond Clark, O.B.E., contains the diaries of George Westbeech, the British trader responsible in the 1880s for opening out the country to white development, and of Captain Norman MacLeod, who with a fellow Scot, Lieut. William Fairlie, travelled through unmapped Barotseland to see the Victoria Falls and shoot big game. Fairlie's drawings illustrate the diaries, which are published for the first time. Attempts to find an earlier diary that Westbeech is believed to have kept have so far been unsuccessful.

JAMAICA THE OLD AND THE NEW (George Allen and Unwin. 28s.) provides a useful background to a study of the island. Though it is not a travel book, a holiday in Jamaica would be much enriched by reading the chapters on the people, the historical heritage, and religious customs and folklore of the island. The author, Mary Manning Carley, is an economist at the University College of the West Indies. She has covered her subject with professional thoroughness, and having lived most of her life in Jamaica, she has a very real understanding of its character and problems.

At the Headquarters of the Voluntary Service Overseas at the Royal Commonwealth Society in London, the Queen Mother meets some of the young men who have just returned from a year or more of service in underdeveloped countries. The Queen Mother also met some recently returned young women volunteers at the Headquarters. An increasing number of young people is joining the VSO for a year after leaving school

Left: The Venerable George Appleton, Archdeacon of London and Canon of St. Paul's Cathedral, is to be the new Archbishop of Perth, in Western Australia. Married with three grown-up children, he plans to leave for Perth in the autumn of this year



Chief Kola Balogun, the Chairman of the Nigeria National Shipping Line, speaks at a luncheon in Newcastle-upon-Tyne after the launch from the Walker yard of Swan, Hunter and Wigham Richardson of the M/V *Ahmadu Bello*. Seated facing the camera are from the left: Mr. Christie, executive director of the shipbuilding firm; Mrs. Balogun, who performed the launching ceremony; Mr. Hunter, chairman of the shipbuilders, and Mrs. Prest, wife of the Nigerian Acting High Commissioner, Chief Arthur Prest, who was also among those present at the ceremony. **Left:** The launch of the new vessel for the Nigerian National Shipping Line. M/V *Ahmadu Bello* is the sister ship of the recently completed M/V *Nnamdi Azikiwe*

Women in the Northern Frontier District of Kenya hold up " passports to freedom "—propaganda for secession to Somalia

A Turkana—a non-Somali in the N.F.D.

A family of the Nilo-Hamitic Turkanas

DISPUTED LAND

The people and country of Kenya's Northern Frontier District

Earlier this month Mr. Duncan Sandys, the Commonwealth Relations and Colonial Secretary, reported to the House of Commons on the visit he had just concluded to Kenya. He said that "unhappily, the whole of political life in Kenya today is permeated by inter-tribal rivalry and suspicion."

It is the recognition of this unpleasant fact which underlies the plans for the new Kenyan constitution and nowhere is it more apparent than in the Northern Frontier District.

Last year at the London Constitutional Conference it became clear that a demarcation of the country into Regions and Constituencies would be required. A Boundaries Commission went out under Sir Stafford Foster-Sutton. This demarcated six Regions. At much the same time a special Commission, consisting of Major-General Bogert, of Canada, and Mr. Oniyuke, of Nigeria, went into the Northern Frontier District. Their task was to report—not recommend—on the feelings of the peoples in this area regarding the demands from neighbouring Somalia that they should be allowed to secede from Kenya and join the recently formed republic which consists of the former territories of British and Italian Somaliland.

The Commission reported that the tribes of Arab (Somali) stock in the N.F.D.—and also the Rendille who are a pagan people—were in favour of leaving Kenya and joining Somalia. Their wishes were understandably built up for propaganda purposes from Mogadishu, Somalia's capital, as a

(*Continued on page 474*)

A bleak landscape dissected by a river in the disputed area of Kenya

The roads in the N.F.D. are often little better than tracks. This one crosses the lava desert on the route to Lake Rudolph

A Rendille woman. The framework of her home is on the donkey

Anthills of this size are a normal part of the scenery

Aircraft at a police outpost at Mandera on the extreme north-east frontier of Kenya, where the border meets the frontiers of Somalia and Ethiopia

DISPUTED LAND

(*Continued from page 472*)

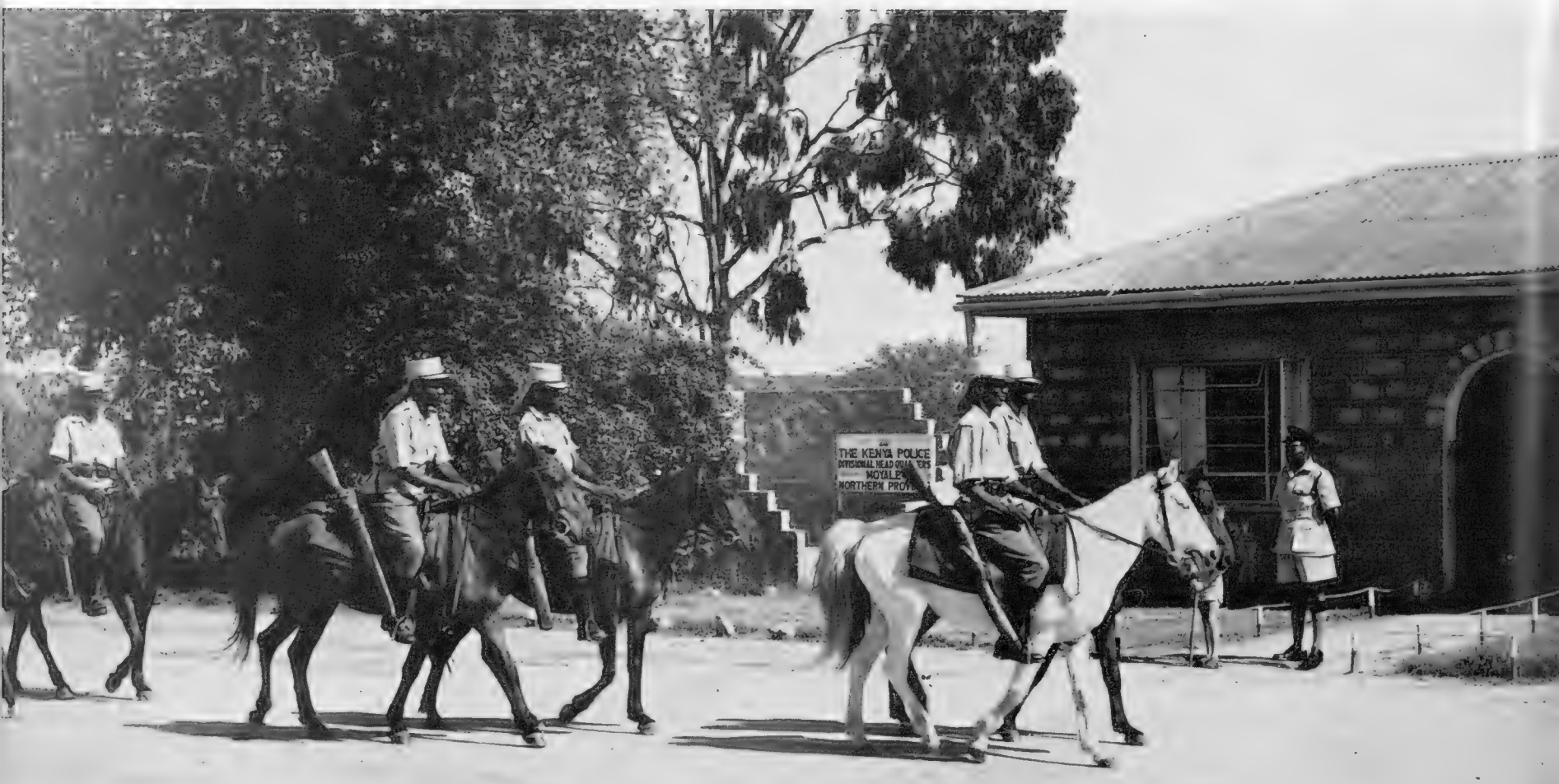
further example of the need for turning the Somali dream of a Greater Somalia into a reality. Ethiopia is the other country which would have to yield territory for Greater Somalia. French Somaliland would be incorporated as a matter of course.

Before he left Kenya, Mr. Sandys refused N.F.D. Somalis' demand for secession but created a seventh Region under the new Kenyan constitution. This will consist of the areas in the N.F.D. which are predominantly Somali. Other areas in the District which are largely African, inhabited by such tribes as the Turkanas, will be taken into other Regions.

The frontiers between Kenya and modern Somalia have been frequently disputed in the past.

The Greater Somalia problem seems certain to agitate the Horn of Africa—and probably the wider African scene—for many years.

A herdboy in an area where the population is fewer than one per square mile



A frontier patrol at Moyale

BRIAN VESEY-FITZGERALD

"LADIES OF THE VALE"

"A Cathedral City": the words summon up a picture. It is, I believe, very much the same picture for all of us, for there is a quite remarkable feeling of unity about the cathedral cities of England. I am referring to the ancient cathedrals. The modern growth of population has caused the division of ancient sees and many of the new cathedrals are simply parish churches in which bishops' thrones have been installed. The towns have, therefore, become cities, cathedral cities, but they are such in name only, not in atmosphere. "A cathedral city": when you hear those words, do you automatically think of Bradford, for example? I'll wager you do not.

The picture summoned up is one of quiet dignity and a sense of well-being. The cathedral—though often apart, often set in a tree-bordered close—always dominates the city. This is certainly not so abroad. There is nothing quite like an English cathedral city anywhere else in the world.

Is it not true that we all know what we mean by a cathedral? We may have no knowledge of architecture; we may have little or no interest in religion, but we do know what we mean by a cathedral. We do not mean a parish church. This is because there is a remarkable homogeneity about English cathedrals. Yet there is no real uniformity. There is nothing like the uniformity which you find in the great churches of northern France: at the same time nothing like the diversity you find in the great churches of France taken as a whole. One reason is that ours is a much smaller country and that we achieved political unity earlier in our history. But this does not account for that fact that, though we have nothing to compare with the perfection of Chartres or Rheims, our ancient cathedrals, the secular ones at any rate, are, considered as a whole, one art form, of a higher quality than those of France considered as a whole.

For this we have to thank the English workman. No matter what the inspiration, he kept his feet firmly on the ground. He brought to the cathedral a "homely" quality, fitting it into the texture of the countryside, into the daily lives of the people. It is this quality rather than an architectural family likeness (though there is that, too) which gives homogeneity to our ancient cathedrals and so, in great measure, to our cathedral cities.

This argument can be taken too far. It does not, in one particular, apply to the great monastic cathedrals like Canterbury, Winchester, York, Ely. These were not intended originally to fit into the daily lives of the people nor even into the texture of the countryside. Ely (one of my favourite cathedrals) is from that point of view hopelessly out of place. These cathedrals were the houses of Benedictine monks. Canterbury would not look terribly out of place in Winchester, nor Winchester in Durham. But can you really imagine the great secular cathedrals anywhere else? Can you imagine Hereford in Lichfield? Or Lichfield anywhere but where it is?

Lichfield is supremely "right." Like Wells it has a lakeside setting. But, if Wells were to be transplanted to Lichfield, it would be supremely out of place: and so would Lichfield's three spires, if transplanted to Wells. Though the towers of the typical English cathedral, one over the crossing and two flanking the west front, were intended to support stone spires, Lichfield is the only English cathedral boasting three spires. In many cases no spires were built, presumably because finances would not allow. In a few only the central spire was completed—Chichester, Norwich, Oxford and Salisbury have their original stone spires over the crossing. Rochester's spire dates from 1904, replacing the original one which fell in 1830. In a few there were temporary spires of timber, which collapsed in course of time and were not replaced.

Only at Lichfield was the original plan carried to completion. I do not know that Lichfield was any richer than the others—that is extremely improbable—but it is evident that the financial administration at Lichfield was much more competent. But I think that something more than that was involved. It cannot be mere coincidence that the one cathedral which ought to have three spires has three spires. Be that as it may: in the undulating lowlands of Staffordshire these three spires show far and wide over the woods and meadows and little hills. Spireless towers would not. In the days before signposts there could have been no difficulty in finding Lichfield, beaconed by the "Ladies of the Vale."

Lichfield Cathedral still dominates the surrounding countryside, rivalled only by the great cooling towers of the power station at Coleshill. It is astonishing how often you get a glimpse of those three spires when walking or motoring in the neighbourhood and from what distances you can see them: no English cathedral is better sited. But the city itself is pretty well dominated by Dr. Samuel Johnson.

Lichfield is very proud of her most illustrious son and, since the corporation has been at pains to place inscriptions on all the buildings of literary or historical interest it is difficult to avoid Dr. Johnson in Lichfield. The place is saturated with him: Johnson, Johnson everywhere. Once in Lichfield you have got to go and look for the Cathedral: you cannot miss the Great Cham.

Reading Boswell's *Life*, it would seem that the Cathedral did not play much part in the Doctor's early life. And yet, I wonder. Lichfield is not a large town today. In the Doctor's day it was small. The old town of red brick, with here and there an Elizabethan timbered house, of narrow streets and old inns and market-place, is still pretty clearly defined. It was little more than a large village. Yet it was, at that period, a very considerable seat of learning. Not only the Doctor, but also Ashmole (of the Ashmolean Museum at Oxford), Addison and Garrick were educated at the Grammar School: and there was Anna Seward, the "Swan of Lichfield," who knew Johnson, and gave Boswell a good deal of information about his early life. Erasmus Darwin and George Farquhar also had close ties with the place.

It is a remarkable galaxy of highly-educated people for a very small country town. I doubt if it could be matched by any English town of similar size. All credit to the Grammar School. But, surely, also some credit to the Cathedral, for cathedrals then were also seats of learning and exercised great influence on their cities and the schools in them.

(Reproduced by permission of the Parker Gallery)

An engraving by S. Nevitt of Lichfield Cathedral, from the north-west, published in 1832 in Lichfield

TRAVEL

TO SARDINIA IN SPRING

By "THE SPHERE" TRAVEL CORRESPONDENT

There are several good reasons for choosing May for a visit to Sardinia. One is the weather, another the vegetation, both delightful at that time. Two more are concerned with festivals, which are spectacular in the fullest sense of the word and which take place at opposite ends of this rugged island, second largest of the Mediterranean.

The first, in the south, is the Feast of Sant' Efisio starting on May 1: four days of ceremonial procession between Cagliari and Pula some ten miles away in honour of the island's great martyr. He was an official of the Roman army of Diocletian who, converted to Christianity, paid the customary price with his head. The second event at Sassari in the north is the far-famed Sardinian Cavalcade on Ascension Day, when costumed representatives from towns and villages all over the island turn the streets of the city into ribbons of multicoloured movement.

One does not have to travel very far through the Sardinian countryside to glean one's first impressions of the complexities which have contributed to the chequerboard of the island's history. Inevitably the Phoenicians had their settlements here. So did the Carthaginians until the Romans drove them out, to be replaced in turn by Vandals, Byzantines, Arabs, Pisans and Genoese, Aragonese and Spanish. The Spanish and Austrians fought over it; the Treaty of Utrecht assigned it to the Duke of Savoy, and through his descendants it finally became part of the new realm of United Italy in 1860. The rise and fall of Sardinian fortunes is enough to make the mind spin. The influences reflected in costumes, architecture, language and custom make of Sardinia one of the most fascinating ethnological jigsaw puzzles in the entire Mediterranean.

Even then the list does not include the original inhabitants of the island, whose identity is shrouded in the mists of time, yet whose traces are the most intriguing of all. Who built the *nuraghi*, and what was their purpose? Speculations continue around these curious unmortared stone structures which pepper the island and add a curious touch of pre-history to its landscapes. There are over 3,000 of them altogether, and at Torralba, 20 miles from Sassari, a dozen or so examples include one of the finest on the island.

Most popular centre on Sardinia is Alghero in the north-west, not far from Sassari, and it is deservedly so, for this walled town and port is immensely attractive. It also has the advantage of being within three hours' reach of London by direct flights of BEA. Its hotel facilities are the best and include Las Tronas, a converted nobleman's palace; the El Faro, spectacularly positioned by the shore overlooking Porto Conte Bay, a few miles out of town; and the Dei Pini, by its own sandy beach, 15 minutes' ride away. Evening life in Alghero is particularly gay and, apart from its good beaches and its own mellow character, it is a good centre for excursions. The nearby Grotto of Neptune is the outstanding local sight: a mighty illuminated cavern reached down 700 steps, though also accessible less energetically by boat from town.

The inhabitants of Alghero speak the pure Catalan of their ancestors. Yet in Sardinia's far south the language of Carloforte is pure Genoese, while on the island of Maddalena, off the northern coast, it is Corsican mixed with Genoese. Up and down the island the variations on dialectic themes make Italian a necessary common language not only among foreigners but the local people themselves!

The most rewarding way of touring the island is inevitably by self-drive car, which can be arranged in advance through the BEA car hire scheme, or on the spot. By this method one has access to innumerable deserted beaches, forgotten mountain villages and some of the remote monastery churches built by the Pisans which are otherwise difficult to reach. Rail travel tends to be devious, though all the main towns and ports are linked and services are improving rapidly. For those who wish to visit most parts of the island with little effort, there is an all-in eight-day tour, romantically known as the Ribbon of the Four Moors, and there are also local bus routes. Agencies, such as Horizon Holidays who pioneered all-in air tours to Sardinia, arrange excursions from Alghero where their tours are based.

A Sardinian girl paints a hand-made leather vase in the mountain village of Dorgali

Apart from Alghero and Sassari, recommended smaller centres in the north are Castel Sardo, 18 miles from Sassari on the north coast, and St. Teresa Gallura. From here and Palau, a little farther south, there are boat services to the island of Maddalena (20 minutes from Palau), whose small main town makes a delightful centre from which to explore the little archipelago. On neighbouring Caprera, linked by causeway, Garibaldi spent many years of his life and ended his days. His home and tomb are there, while on the same island the Club Mediteranée have one of their excellent holiday villages. The beaches are superb.

On your way south to Cagliari, you will come to the mountain town of Nuoro in surroundings stamped with all the drama of the Alps. From here it is well worth taking to secondary roads, for the costumes of the local villages are beautiful to see, and so are the great mountain landscapes. Desulo, Oliena, Orgusolo and Dorgali are especially recommended, while the great event of the year is the Feast of the Redeemer on the last Sunday of August in Muoro which draws a vast gathering of costumed villagers from all over the region.

Farther south still at Barumini is a particularly fine example of a *nuraghi* village. Implements and idols from these ancient centres have been collected together in Cagliari's excellent museum, which also houses relics from later eras. This capital of Sardinia has a number of medieval and Roman monuments, but the most outstanding is the newly excavated town of Nora, some 15 miles away. Near here, too, is the Is Morus, a truly splendid beachside hotel.

Another recommended trip in the south is to the island of San Pietro, a short crossing from Calasetta, whose little white town of Carloforte must surely be the cleanest of all Italy. This is a main centre for tunny fishing (the season is in May and early June) and, providing you are not squeamish, it is a thrilling activity to witness, for the nets used are as much as a mile in circumference.

Tunny fish is a leading local dish; sea food generally is of a high quality and some of the best meat in Italy comes from Sardinia. Local wines on the whole are extremely good, and the cheeses excellent. In short, this island in the sun has nourishment of every kind: for the mind, the digestion and, not least of all, for the imagination.

For further information: Italian State Tourist Office, 201, Regent Street, London, W.1.

Means of Access: By BEA London-Alghero direct: up to June 15, £36 5s. (mid-week night excursion), £41 4s. (weekend night excursion); after June 15, £39 11s. (mid-week night excursion), £44 9s. (weekend night excursion). Day tourist return £61 (no 1st class). The same fares apply for Alitalia services London-Alghero via Rome.

Surface travel: London-Genoa-Porto Torres, approx. £29 10s. 2nd class return, £44 1st class; London-Civitavecchia-Olbia, approx. £30 2nd class return, £45 10s. 1st class.

Cagliari, one of the larger towns, overlooks the gulf at the souther

Fishing boats and yachts in the harbour of Alghero on the north-west coast, not far from Sassari

p of the island

CRUISING IN THE EASTERN MEDITERRANEAN

A remarkable cruise of the Eastern Mediterranean has been arranged for the 15,000-ton *Riviera Prima*, which will leave Cannes on July 28, 1963, and return to Genoa on August 10. The ports of call are not particularly out of the way, but the opportunities for leaving the ship at one port and spending two or three days touring and sightseeing before catching the ship up at another are unusual for this kind of cruise and should prove very attractive.

The first port of call after leaving Cannes is Alexandria, where an interesting sightseeing drive to Cairo and the Pyramids with lunch at Shepheard's and dinner at Mena House is arranged. This is one of six such shore excursions which are included in the price of the cruise. Alternatively, there is an optional tour for which you pay extra, lasting three days. This compresses a vast amount of sightseeing into a very short time. Not only do you see Cairo and the Pyramids, but you fly on to Jerusalem on the following day and spend the afternoon visiting the holy places. Next morning you spend in the old part of Jerusalem. At noon you leave by plane for Beirut, going to Baalbek in the afternoon, returning in the evening to the *Riviera Prima* for dinner. For those who have stayed on board a morning excursion is provided. Alternatively, there is an optional two-day excursion, which includes Jerusalem and the Holy Land and finishes up in Haifa, enabling passengers to pick up the ship there.

The next port of call is in Asia Minor at Antalya. From this Turkish "Cannes" an interesting day excursion is arranged, which catches the ship up again at Alanya in the evening. The Isle of Rhodes is next visited, and finally a last call is made at Piraeus, where there is a choice of five optional shore excursions in addition to a visit to Athens with "son et lumiere" at the Acropolis, which is included in the fare.

The prices for this cruise range from £94 upwards to £412 for a de luxe suite. The average price for an outside cabin per head would seem to be round about £225 to £300. Only 400 passengers will be carried on this luxury cruise in a ship which has recently been completely refitted with every possible amenity, including two swimming pools. Bookings can be made in this country at leading travel agents, who can also arrange travel overland by train or air to Cannes.

Motoring in Morocco has become cheaper for foreign visitors since February 1, for special petrol coupons for tourists have been introduced which they can obtain on presentation of passport and car registration papers. Petrol can then be purchased at prices 30 per cent. below current rates. To qualify you must not be a resident in Morocco, and the car must have a foreign registration. Coupons will be limited to the value of 30 dirhams (42s. 6d.) per day for cars over 10 h.p. and to the value of 20 dirhams (28s. 4d.) per day for cars below that capacity. This is a plentiful allocation even for the long distances involved in touring Morocco.

There's no need to drive your own car down through France and Spain. You can pick up a self-drive car in Gibraltar, which, of course, has a foreign registration, and ferry it over to Tangier on the *Mons Calpe*.

W.D.C.C.

BOOKS

EMMA'S LOVE LETTERS

The story and correspondence of Lady Hamilton; this week's fiction comes from far and wide

There can seldom have been letters more naïvely composed or more misspelled than those of Lady Hamilton to the men in her life, and yet, by the same token, seldom letters more completely revealing of material circumstances and emotional states. THE LIFE AND LETTERS OF EMMA HAMILTON (Gollancz. 30s.) is a volume designed by Mr. Hugh Tours to give the letters their proper importance and to allow them to tell both the more dramatic and the more intimate parts of Emma's story. " How teadous does the time pass a whay . . ." she wrote to Charles Greville, one of her first lovers, ". . . my heart is so full of grattatude that I want words to express it." The wonder is that she did not lack words, in fact, and that her screeds to this protector, to her husband, Sir William Hamilton, and finally to her beloved, devoted Nelson are so marvellously expressive and so direct—whatever their spelling—in the effect they convey.

Mr. Richard Church's new novel, PRINCE ALBERT (Heinemann. 18s.), is a story of a young couple and their child and, just as significantly, a story of the relationship which must exist between a man and the land which gives him his living. As soon as possible after their wartime meeting in the RAF, the young Burbages buy a farm in Kent, on the Isle of Sheppey and, with the little daughter who is born to them, set out to work, hard, continuously and with some success, for the prosperity of their holding. Mr. Church has written of their very real struggles, their personal problems, the changing pattern of their lives as a strangely independent farm worker is added to the household, and of the child and the pony, Prince Albert, on whom she focuses so much of her affection. A poet's prose must always have a magical clarity and in this book about the Kent which he knows and loves so well, Mr. Church has given us not only a good story but some passages of genuinely lyrical quality.

Young Mr. Barry Crump is a writer, a New Zealander and a wanderer. At the present time he has opted for the minimum of civilisation and is living in a remote part of New Zealand's South Island, having produced a novel which has had a record sale in its own country and should have a pretty healthy one here. HANG ON A MINUTE MATE (Bodley Head. 16s.) is written in a natural idiom; it is freshly conceived and crisply worked out. It is also one of those books in which the reader, from the very first sentence, is introduced to the mood of the characters. " Sam Cash looked at his old woman the way a man looks at a steep ridge he's got to climb on a hot day," writes Mr. Crump and immediately one knows where one is with him. Sam is, in fact, a glorious creation: the prototype of the free man who is trammelled by no responsibilities (whether he should be or not), and tied by no considerations of a boringly secure nature. He, too, wanders and his simple philosophy is that anything's better than being tied down in one place. His adventures are sometimes hilarious, sometimes tough going but, as a literary personage, he comes very close to having the breath of life in him.

OH, WHAT A LOVELY WAR: Larry Dann and Ann Beach in a scene from the theatrical panorama of the First World War, which marks the triumphant return of Joan Littlewood to the Theatre Royal, Stratford East

The next two novels each have Algeria as a setting and contemporary crises as a motive force. THE FRATRICIDES (Hamish Hamilton. 18s.) is by Mr. Maurice Edelman and in this highly dramatic tale he is writing about a country with which he is familiar and a political situation which he thoroughly understands. The result makes first-rate, even exciting, reading and I recommend it to you. At the period of which the author is writing, the Algerian State had yet to be formed by the Evian Agreement, and the French Government in their efforts to suppress the OAS were using undercover agents, dedicated Gaullists, who were known as *barbouzes* (or false beards), and who naturally enough earned the concentrated enmity of the OAS. The complexity of this period in French and African history would have been daunting to many writers. Mr. Edelman has achieved something quite notable with the precision of his analysis and the evocation of days which we can all hope have gone for good.

A GAP IN THE WALL (Collins. 18s.), translated from the original French of Madame Gabrielle Estivals, illuminates another side of Algerian life: the social and intellectual position of a young girl, educated in the enlightened method of a modern *lycée* and threatened, on reaching womanhood, with the traditional incarceration in her home. I found this both sympathetically told and absorbing in its picture of a world that is still so strange to our western eyes.

ASK THE NAME OF THE LION (Hodder and Stoughton. 16s.) has the virtues of vivid, crisply controlled writing and what appears to be, once again, an authentic knowledge of its subject, in this case the violent events in the Congo of today. On the other side of the ledger, one might mark Mr. Ralph Allen's tendency to over-simplify and to cut down to the bare bones of his story. Readable though, and highly dramatic.

" A RUM BUSINESS "

The character and conduct of famous artists

J. M. Turner on being asked on one occasion to comment on his art declared " painting's a rum business," and he left it at that. Artists throughout the ages have mostly been rum people, as Rudolf and Margot Wittkower effectively demonstrate in BORN UNDER SATURN (Weidenfeld and Nicolson. 48s.). This is a documented history from ancient times to the French Revolution of the character and conduct of artists. It is written with a great deal of knowledge, a good deal of relish, and some discernment; for here is a world of mountainous pretension in which the absurd, peculiar, mad, fantastic, eccentric, capricious and whimsical often enough emerge to puzzle us. Perhaps there never has been and never will be a final answer to the enigma of the creative personality. The conflicts within men of genius are more strongly emphasised than in the ordinary run of mankind. Michelangelo provides maybe the supreme example with his tormented impetuosity of character and the sublimity of his art, his unique power to express ideas in sculpture, painting, architecture and poetry. Leonardo, on the other hand, was the very antithesis of Michelangelo. He seemed to place himself above all entanglements; he is indeed an outstanding exception in this bizarre gallery.

H. G. Nicholas's BRITAIN AND THE UNITED STATES (Chatto and Windus. 21s.) is an absorbing record of the Anglo-American alliance, which grew so swiftly in warmth in the days of the Second World War, fostered by Roosevelt who attended to us in our deepest need, and which developed steadily after the close of hostilities. In not being right up to date, however, the book loses some of its persuasiveness; for it brings us to the highpoint when Britain sought entry into the Common Market. De Gaulle's gigantic " non " was still to come, with all its impact upon transatlantic policies.

H. R. A. (Jumbo) Edwards has immersed himself for a great part of his interesting life in the art of training oarsmen and the building of boat race crews. The famous Oxford victory over Cambridge in 1959 owed much to Edwards' technique and methods, and these he describes with a minimum of jargon and a wealth of diagrams in THE WAY OF A MAN WITH A BLADE (Routledge and Kegan Paul. 30s.). This is not everybody's book, but no rowing man interested in his own improvement can afford to ignore it.

In LIONS AMONG THE SPRINGBOKS (Stanley Paul. 21s.) J. B. G. Thomas, a distinguished Rugby football correspondent, describes in detail the British tour of South Africa in 1962. It is all there, highlighting the exciting moments and not omitting the brawls (notably the one at Potchefstroom) which made this both a memorable and a controversial tour.

Shooting, fishing and bird watching form the subject of three other new books of special outdoor interest. GAME FOR THE SPORTING RIFLE (Herbert Jenkins. 25s.) is by Henry Tegner, who in an earlier volume wrote of rifles, binoculars and the other necessary equipment of the sporting rifleman. Here he writes of the game which is the quarry of the hunter in the British Isles, deer, wild goat, hare, squirrel, grouse and wood pigeon. Here is a man who would never shoot for the sake of slaughter, who is himself a considerable naturalist, and whose knowledge and long experience have been gained for the most part on the hills and moorlands of the British Isles.

MORE ABOUT TROUT AND SALMON (Nelson. 25s.) is the work of G. P. R. Balfour-Kinnear, whose entertaining essays on many aspects of the fisherman's art are already so well known. This author has added enormously to the enjoyment of his contemporaries, and not a little also to their knowledge. The photographs in this volume are notably interesting and helpful.

R. S. R. Fitter has prepared COLLINS GUIDE TO BIRD WATCHING (Collins. 21s.). This book tells you how to watch, what to watch for, and where to watch. The county by county topographical guide is wonderfully helpful and covers the whole of Britain.

Richard Edmonds

With ROSA (Eyre and Spottiswoode. 18s.), Signora Livia de Stefani has written a powerful story of her own native Sicily and of a woman whose capacity for devotion and loyalty paradoxically brings about the ruin of the man she loves. The background to the story is a village near Palermo and the actors in the tragedy are a group of bitterly poor people, sketched in with spare but brilliantly clear lines, and lingering in one's memory after the book has been closed. Signora de Stefani is a most interesting writer, and is one to follow in the future.

From the south to the north with THE RAIN BIRD (Hutchinson. 21s.), a translation from the work of a Swedish author, Miss Sara Lidman, who is a writer of distinction there and will soon, I would guess, be making her mark here, too. The bird of the title is a swallow, held, in some regions, to have mystical qualities and having some affinities to the chief character in the present book, a gifted child whose elderly parents alternately cosset and scold her. The time is from 1894 to 1914 and the background of this oddly moving though slightly stark tale is a small farming village in the north of Sweden.

AND NO BIRDS SING (Chatto and Windus. 18s.), by the writer known only by the initials SMC, is a story of the crusades, of a husband who goes away to fight and of his Norman wife who remains to manage his Devon estate and, on his return from the wars, to give up her power with reluctance. The author has a cool simplicity of style which is wonderfully well attuned to the tale he has to tell and I thought his book an enchantment, with never a breath of whimsy.

Finally, an admirable murder story for you, in Mr. Bill Mortlock's A PLANNED COINCIDENCE (Gollancz. 18s.), which is deliberate but quite fascinating in the telling and constructed with the minute attention to detail of a maker of precision instruments. I would recommend this—not for thrills but for sheer good writing and almost hypnotic readability.

Vernon Fane

EDINBURGH INTERNATIONAL FESTIVAL — 1963

The seventeenth Edinburgh Festival will open on August 13, and close on September 7; concerts, plays, ballet, opera, films are likely to be as heavily booked as ever. Under the artistic direction of the Earl of Harewood, the Festival opens with Berlioz' *La Damnation de Faust* at Usher Hall, and closes with the Grand Finale of the Scottish Command Military Tattoo on the Esplanade of Edinburgh Castle. Berlioz and Bartok are the composers who share the honours of the Festival; and Berlioz will be the subject of a documentary exhibition at the French Institute. Opera lovers are promised the Teatro San Carlo from Naples and ballet fans companies from Budapest and Stuttgart and Martha Graham and her company. Plays to be staged include the original version of *The Rabbit Race* by the German playwright Martin Wasler; the world première of *The Unshaven Cheek* by Ray Lawler, the Australian author of *The Summer of the Seventeenth Doll* and Shaw's *St. Joan*, directed by Olivier. The central art exhibition of the Festival is on Indian Music and Dance, and Modigliani and Soutine will be shown at The Scottish Academy. Following the success last year of the International Writers Conference on the novel, a drama conference will be chaired in the third week of this year's Festival by Kenneth Tynan. The Festival Box Office at 11, Cambridge Street, Edinburgh 1, opens on April 1. Ticket order forms and programmes can be obtained from the Festival Office at the same address.

Sophia Loren stars in two new films: **Left:** in De Sica's episode of *Boccaccio 70* and **right:** in *Five Miles to Midnight*

Anita Ekberg in *The Temptation of Dr. Antonio*, the story directed by Fellini in the omnibus film

BOCCACCIO 70

at the Rialto and Curzon Cinemas

This Italian film is an omnibus of three episodes, all dealing with problems between the sexes, directed by three of the best-known and most influential of Italian directors. Sophia Loren stars in the episode directed by De Sica, the story of a girl who raffles herself. Fellini directs Anita Ekberg in the story of a moral reformer who dreams that a gigantic bill-poster, featuring a 50-ft.-high blonde, comes to life. Visconti's tale of a rich married couple is played by Romy Schneider and Thomas Milian. The film is in two versions—at the Rialto, dubbed, and at the Curzon, subtitled.

FIVE MILES TO MIDNIGHT

at the London Pavilion from April 5

Sophia Loren also plays a leading role in Anatole Litvak's new suspense film, set in Paris, as the young Italian wife of an American ex-pilot (played by Anthony Perkins). The plot is one of those complicated affairs, turning on the collection of insurance money on someone who is not really dead.

Romy Schneider, the young German actress, plays the leading role in *The Job*, the episode directed by Visconti

A camp of the Outward Bound School For Boys in the Chimanimani Mountains near Melsetter in Southern Rhodesia

The Anglican Cathedral in Salisbury, the Federal capital

Oranges being emptied into bins at the factory on the Mazoe Citrus Estate

Charter House, Salisbury, headquarters of the British South Africa Company

Not the most pleasant of conditions—development work in progress underground at Nkana Copper Mine, Kitwe, in Northern Rhodesia

A STAKE IN THE RHODESIAS

Photographs from the current exhibition by ***Adolf Morath***

These photographs are some of those taken by Adolf Morath in Rhodesia during a visit sponsored by the British South Africa Company, and showing the wide range of activities—from orange groves to copper mines—undertaken by the company in Northern and Southern Rhodesia. An exhibition of these photographs, in colour, is on show until the end of this week at the Ceylon Tea Centre, in London, and next week at the Royal Exchange in the City. The British South Africa Co. was founded by Cecil Rhodes and formed in 1889 by Royal Charter granted by Queen Victoria. The purpose of the company was first to colonise and then administer, which it did until 1923-24. Then it concentrated on developing its commercial enterprises. Today, the company's investments in Africa amount to over £45,000,000. Besides its substantial shareholdings in the mining companies of Northern Rhodesia, it still continues prospecting on a large scale and contributed £4,000,000 in loans to the Kariba Hydro-Electric scheme. The company runs seven estates covering 14,000 acres in Southern Rhodesia.

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Sir Edward Playfair

Formerly a highly distinguished Civil Servant, Sir Edward Playfair became chairman of International Computers and Tabulators Ltd., in 1961. He is also a Director of Westminster Bank, Westminster Foreign Bank and Glaxo Laboratories. Born in 1909, Edward Wilder Playfair was educated at Eton and King's College, Cambridge. He joined the Department of Inland Revenue in 1931, spending three years there, before being moved to the Treasury, in which he spent 21 years, with an intervening year—1946-7—when he served in the Control Office for Germany and Austria. Sir Edward received the C.B. in 1949 and the K.C.B. in 1957. He was Permanent Under-Secretary of State for War, 1956-9; and Permanent Secretary, Ministry of Defence, 1960-1. Sir Edward holds a Governorship of the Imperial College of Science and Technology and membership of the Royal Fine Arts Commission and the College Committee of University College, London. Married, with three daughters, Sir Edward Playfair lives in Essex

PUTTING A PRICE ON ROADS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

We have long been accustomed to paying for having a car on the road, and the price, the Road Fund licence, went up not long ago. We pay a much smaller fee for the privilege of learning, and then continuing, to drive. In the last few years we have begun to get used to paying a price for parking a car at the kerb. How would you like to have to pay for driving over particular roads, with a higher price for those in the centre of cities?

A group of economists in Cambridge and London have been advocating this idea for some time: now they have gained some support from the official Road Research Laboratory, and from electronics engineers who have devised mechanisms for putting the idea into practice. In essence, the idea is not new. Several years ago a rather cruder version of it was put forward: the suggestion that in order to drive into London or other cities where traffic was becoming congested, every motorist should have to purchase a special licence. This could have been an addition, possibly a rather big one, to the annual Road Fund licence on one's car; or it might have been charged as a daily ticket to enter each city, which would have related the price rather more closely to each actual journey and contribution to traffic congestion, but might have caused problems at peak hours in actually issuing the tickets.

The idea has now been revived in a less cumbersome form, with the benefits of electronics. What is now suggested is that the entry of cars into the central areas of cities should be electronically recorded and charged for in one way or another and that the motorist should either get a regular bill for his use of the roads, or should have to buy in advance allocations of " road use units " in order to take the car in at all.

There are various ways in which electronics engineers have told these economists that this could be done. One, which was recently described publicly by a firm called General Precision, of Aylesbury, would involve laying charged cables across and along roads for the use of which motorists were to be charged. These cables would actuate electronic meters on each car, tripping a counting device with a given number of units for any given street (with one unit counted every time the car crossed a cable, you could put more cables under the surface of the most heavily congested roads if you wanted to vary the price from street to street). A refinement of the system, with cables laid lengthwise, would also charge for parking. The meters proposed in this system, and in another one based on special batteries running a kind of taxi meter, would be purchased with a given store of units, rather like a book of tickets on a ski-lift (where certain journeys take up more tickets or points than others). When the motorist had used up the store of road use units in this meter, he would either put it in and buy a replacement one or pay to have the counting device turned back to zero, at some officially authorised point.

Another system that has been studied by Pye Limited would be a shade more complex. It is possible to design a sensing device that can record, and discriminate between, an almost infinite number of " call signs." If such devices were installed in each street in a city, and every car in the country were fitted with a unit that would on passing it be recorded through its separate " call sign," then one would have a mechanism that could tot up the use that each separate car in the country makes of all the roads. It has been suggested that all these devices could report back to central computers for each city, which would keep our " driving accounts " and send us in a bill each month or quarter.

These two kinds of system would differ in various ways. The first would pay in advance, the other in arrear (" Drive now, pay later "). It has been suggested the system employing a " battery " of road use units might be designed so that a car without a meter or with an expired meter, crossing a road, should actuate some form of signal, lights or bell to warn police or traffic wardens (it might also have to light up the meter on the car, to identify the car that was driving without paying). The other system would allow unlimited use of the roads, so long as one paid one's bills later. Technically it would be possible for car meters or call sign devices to be " driven " by vibration somewhat on the lines of a self-winding watch; they would be easily detachable, and not being connected to the car's electrical system, difficult to tamper with.

The reader may have been growing steadily more impatient in having the details of this system so coldbloodedly set out. Why, he is likely to ask, should we pay for driving over the roads, anyway? Doesn't the motorist pay enough in petrol taxation, Road Fund licences and the like already—far more than is spent on improving the roads—without being penalised again? Petrol taxation, in particular, already amounts to a heavy payment for the use of the roads. Is it proposed to abolish this and substitute road use pricing?

The academic economist's basic answer to the motorist here is twofold. First, he would say that putting a price on things is one of the simplest and fairest ways of sharing anything out. If your need to drive down Oxford Street on a Saturday morning is greater than mine, you will presumably be prepared to pay more for the privilege of doing so; there is some price for Oxford Street, that morning, which will discourage me before it discourages you. So a price mechanism which charged for streets in accordance with the extent to which they become congested—i.e. the generally expressed desire to use them—would sort out the people who need them most, from those who might be able to take a " cheaper " way round.

The second answer is that the costs of motoring are not simply those we incur, and pay, ourselves—i.e. the cost of having a car, paying for the petrol and oil to run it, paying our share of taxation which to some degree does go into maintaining and developing the road system, etc. We also impose further " social costs " on other people and the community in general. Sitting fuming in your car in a traffic jam, you are not merely costing yourself time but contributing to the delays of all the other people in the jam, as they are to yours; you are also imposing some costs in noise and nervous strain and smell on the neighbourhood and passers by. Putting a price on road use would not merely share out those costs more fairly among the people who impose them on the community; it might also reduce them, or at any rate moderate their rise over the years as the number of cars on the roads grows.

Could the cost of it be offset by reducing petrol tax? Some of these advocates of road pricing think it could. But others are more doubtful about this. For many city drivers, at any rate, the road use bill would have to be much higher than what they at present pay in petrol taxation. It is obviously awfully difficult to estimate what " social costs " really amount to; but one estimate has been that with a shift over to road use pricing (or taxation) the driver motoring mainly in uncongested areas might pay about as much in total taxation as he does today, but that people driving in cities would have to pay substantially more, perhaps 2½d. a mile extra.

Gathering such large aggregate sums in tax might make it possible to build roads and replan our cities more ambitiously for the motor-car. The strength of the whole idea—which seems likely to be discussed in a forthcoming report on city traffic which is being prepared for the Ministry of Transport—lies in the fact that traffic congestion has growth and seems certain to grow more, as a steadily higher proportion of us acquire cars. The strongest obstacle to its adoption, however, lies in tradition—our feeling that as citizens we should have free and unrestricted use of the Queen's Highway.

An anchorage for the new Severn suspension bridge on the Beachley peninsula side of the site. Due for completion in 1966, the bridge will complete the route to South Wales from London via the M4 motorway. Contractors for the anchorage and other foundations are John Howard and Company; and for the three-span superstructure of revolutionary design, Associated Bridge Builders Ltd.

The Beagle B.206 is a five-to-seven-seat light executive transport

Interior of the Italian Piaggio P.166B Portofino, with seating for 6-10 passengers

WINGED BUSINESS

A survey of business and executive aircraft

By **E. COLSTON SHEPHERD**

The four-seat Cessna Model 180, from the U.S., can be fitted with floats or skis

Business concerns have so far acquired their own aircraft mainly to save time and staff in the running of their various establishments and to accelerate the rate at which contact can be made with customers and possible customers. Some startling economic facts have emerged in the brief experience some of them have already obtained. There is one big electrical firm with a number of works which has satisfied itself that, if it had to rely on surface and air line transport, it would need three times as many senior executives and engineers to do the work. There is an engineering company which claims that the ability to answer an inquiry on the Continent with a personal call the same day has led to many a contract.

In neither instance is the cost of the personal air transport insignificant. The total annual cost of operating one of the popular, twin engine, five-seat types is around £11,000, assuming 500 hours of flying in the course of the year. So stated, it may look like a heavy expense but a large part of that figure can be recovered in allowances against taxation and the net annual cost to a business house will generally be well below £4,000 a year.

A board of directors can readily discover for themselves what sort of return they can expect from that outlay. Most of those who have tried it are fully satisfied. Fleets of business aircraft are growing probably faster than the number of companies which use business aircraft, and several of the more enterprising exporters are now considering the addition of a small freight aeroplane to their transport fleets.

One producer has already employed his personal aircraft on occasional freighting trips to European ports. He gives as his reason the relatively slow progress of his loads if they go by rail and sea. To Paris, he says, means nine days, whereas if he flies the goods across and puts them straight on to French Railways, they arrive in two days. Likewise for Vienna, normally a 30-day journey, the time is cut to nine days if he flies the load to Ostend and puts it on the Belgian Railways. He, and several others, are considering the new Short Skyvan which has a range of 260 miles with a payload of 4,000 lb. or of 340 miles with a 1½-ton payload.

These are a minority of the 80-odd companies in Britain which use business aircraft but they indicate a trend among the more lively exporters, some of whom aim at delivering at least as quickly as local manufacturers in Continental countries. Those 80 users operate more than 200 aircraft, of which about 150 are in service for business purposes exclusively. They are used for the most diverse tasks. Some hardly ever leave the United Kingdom. For example, The United Steel Companies run two passenger aircraft to maintain touch with four works at Sheffield, Scunthorpe, Rotherham and Workington.

Some spend more of their time abroad than at home. A day's work by one of the aircraft of Woods of Colchester Ltd., gives an idea of what may happen. It set out in the morning with a load of fans and spares for Düsseldorf. There it picked up the firm's European sales manager and took him to Paris. It was back in Essex in the late afternoon. This company now has three such aircraft, representing a capital outlay of £74,000 and a gross annual expenditure of about £40,000. In a business with a turnover of more than £3,000,000, that is not an excessive charge in respect of travelling.

When a company turns so intensively to flying, it begins to think of having the aircraft on its own doorstep instead of at an airport 10 or 15 miles away. A number of firms have provided themselves with their own airstrips alongside the works and others are following suit. Woods have done this. United Steel has strips at Sheffield, Scunthorpe and Workington. Derek Crouch (Contractors) Ltd., has its own strip at Peterborough and other contractors make landing places for themselves at points in or near the civil engineering works they are engaged on. This is true of Sir Robert McAlpine and Sons who have a fleet of seven aircraft. Another firm, Duncan Logan (Contractors) Ltd., which is engaged on a big road-making project in Scotland, has made a 500-yard strip in the middle of the area.

Nobody deludes himself that this is cheap transport except in the rare instances where a director is also a skilled pilot. The outstanding example of keeping the cost down is that of the advertising firm of Stanley D. Dickson which runs a little French Emeraude and by self-piloting has shown the cost to work out at one-tenth of a penny per mile less than making the same journeys in a fastish car. Mr. Derek Crouch also flies himself and a director of McVitie Price Ltd. is a pilot with an instrument rating. For most firms, the cost ranges between £20 and £35 an hour (something more than 200 miles) and as the average load is 2·4 passengers, the fare is well beyond the 9d. per mile of first-class airline travel.

Frequently the time saved is worth the money either because airline routes do not serve the places involved or because airline schedules do not afford the flexibility or convenience wanted by the people concerned in the work. This need to have air transport regularly on tap means that the best possible provision must be made. That is not only a matter of good aircraft and equipment but also of pilots who can use all the aids to navigation and can fit in with air control systems wherever they may have to fly. Instruments and radio equipment for all-weather flying may cost £25,000. A chief pilot may have to be paid £2,700 a year and even juniors, where there is a team of pilots, get from £1,600 to £1,700. The average senior pilot's pay works out at something over £2,000.

There is a great variety of aircraft in use by these business and industrial concerns and at first glance, the field would seem to be dominated by types from the United States where, with its much bigger market, more attention has been given to the construction of "executive"

(*Continued on page 486*)

The first production model of the de Havilland DH 125 twin-jet executive aircraft in the markings of its future operator, Bristol Siddeley Engines Ltd.

An artist's impression of the interior of the DH 125 which will provide luxurious high speed flying up to 500 m.p.h. for six to eight passengers in a fully pressurised cabin

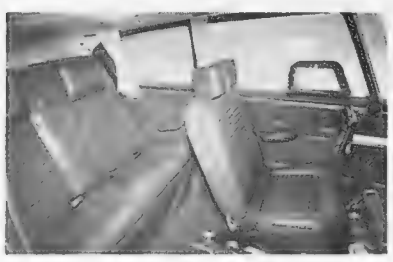
Rear conference cabin of the Viscount 810 conversion carried out by AiResearch Aviation Service Division of the Garrett Corporation for an American company

BP's Brantly B.2 helicopter leaves Battersea Heliport after landing an executive in London

The four-seat Beagle Auster Airedale can easily use small grass airfields

The Handley Page Dart Herald airliner which the Duke of Edinburgh used as his personal transport for his tour of 11 South American countries last year

The American Piper Cherokee 180



Interior of the Piper Comanche

Another light aircraft from Piper—the six-seat Aztec B

Interior of B.U.A's executive Dart Herald

The four-seat Piper Comanche holds world distance records for its class

The Piaggio P.166 used by United Steel

WINGED BUSINESS

(*Continued from page 485*)

aircraft than in Britain. For example, British Oxygen has a Beech 65; Fitzpatrick and Son (Contractors) Ltd., has a Cessna 180; Pasolds Ltd., and Slag Reduction Co. have an Apache each, and others use the Aztec, the Aero Commander, the Travelair and others besides. A few fly one of the Italian Piaggio models and Standard Telephones actually owns a Dakota. In fact Britain has captured a big share of this market with the D.H. Dove.

Without looking far, I can count 13 Doves serving on this kind of work with British firms. Ferranti and Ind Coope have two each and one each is owned by J. C. Bamford (Excavators) Ltd., the David Brown Corporation, Dowty Group, Enfield Rolling Mills, Granada TV Network, Mitchell Engineering, Ltd., National Coal Board, Vandervell Products, and Clark Chapman, marine engineers. The popularity of the Dove, normally a six-seater, is significant, for it is nearly the most expensive in first cost. Fully equipped with radio and de-icing apparatus, its price is £50,000. That clearly does not discourage the users and the Dove has sold well in the United States and in many other countries. Now it is about to be followed by a little jet aeroplane with which businessmen will be able to travel at more than twice the speed of their present craft.

The advent of the D.H. 125 supports the belief that the market for " executive " aircraft is well enough established in Europe to admit a type much more costly provided it affords something approaching airline cruising speeds. The price of this small two-jet aeroplane, fully equipped, will be £200,000. Nevertheless, it has evoked much interest and has already found many customers here and overseas

(*Continued on page 488*)

The Westland Whirlwind turbine-powered helicopter

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One of the most successful executive aircraft—the de Havilland Dove

This Scottish Aviation Twin Pioneer general purpose aircraft, which is owned by Iraq Petroleum

WINGED BUSINESS

(*Continued from page 486*)

as soon as it has finished its test flying and received its certificate of airworthiness, deliveries being promised for later this year. It provides no more seats than the Dove although it has more roominess and several superior points in the matter of exploiting its capacity. Its chief selling points are speed, comfort (including a pressurised cabin) and relative silence.

That is a sign of the way the businessman's aeroplane is likely to develop. For several years a jet aeroplane has been on offer by an American constructor and a few of the type have been sold but only a few. Its price is £450,000 and that is probably beyond the resources of any but the wealthiest concerns. The Dove, at one-tenth of that price, has sold in hundreds and, over the next ten years, there may well be as big a world market for the 125.

While the business aeroplane has been accepted as a normal piece of equipment by the bigger firms in the United States, it is but slowly making its way in the rest of the world. But the signs are that it *is* surely making its way. One British manufacturer, looking to the emergent markets in Africa, is considering putting one of his aircraft at Nairobi.

Another has recently said that he could not have considered taking over a second company without being assured of air transport as an aid to managing the two. The Coal Board uses its Dove not only as a means of communication with the widespread coalfields, but also for the purpose of winning customers in Europe. There are hundreds of companies which could reap benefits from air transport and will doubtless discover it in due course.

Those who are already converted have banded themselves together in the Business Aircraft Users' Association which has offices at 75, Victoria Street, S.W.1. It is busy seeking improved facilities for the business aeroplane at airports and in the matter of regulations. One of its successes was to get this class of aircraft admitted to London airport, subject to proper organisation and safeguards. It is also ready to advise inquirers as to costs and methods.

The movement thus can be regarded as solidly started. Enough people have tried this method of improving business and industrial procedures to be able to testify as to its advantages. I know of only three that have dropped out after a trial. The more general result of a trial is to confirm the experimenters and often to lead to expansion.

The Beech Queen Air six-to-nine seat light transport, which is owned by Davy Ashmore

The interior of the de Havilland Dove belonging to Mitchell Engineering

The Beechcraft Super H-18 Beechcraft business aircraft are distributed in Britain by Short Brothers & Harland

Another successful U.S. light aircraft, the twin-engined, five-to-six seat Cessna 310

The four-engined de Havilland Heron of E. S. and A. Robinson (Holdings) Ltd. of Bristol. Herons can be delivered in a luxurious executive configuration seating six to eight passengers.
Below : The Beechcraft Debonair, a four-seat, single-engined U.S. executive aircraft

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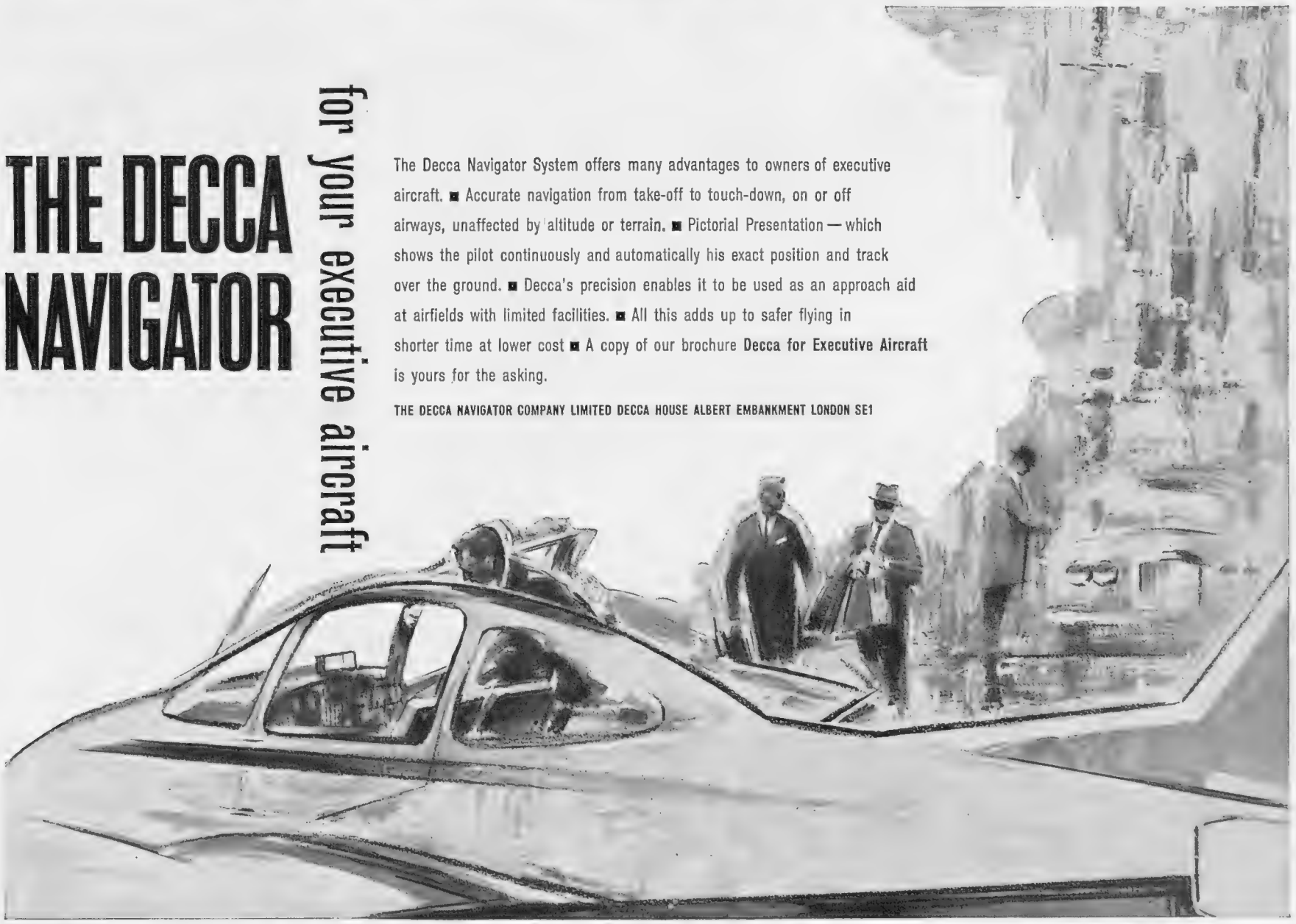

MOTORING

COMPETING ON THE CONTINENT

And more demand for sunshine roofs

By **COURTENAY EDWARDS**

The prototype "Twin-Mini"—built by Paul Emery of Guildford. Both engines and gearboxes are controlled by a single gear lever. Emery "Twin-Mini" conversions will be on sale later this year

Britain's chief rivals in the Swiss car market—West Germany, France and Italy, in that order—all have the advantage of being "next door neighbours" to the Confederation. It helps to explain why Germany last year captured 46½ per cent. of the market and France 22 per cent., with Britain in third place, with only 12 per cent. This geographical truth is also one of the reasons why these Common Market countries continue to do so well in Switzerland in spite of the fact that the latter, like Britain, is a member of the European Free Trade Association and charges them twice as much import duty as British firms have to pay.

Making its debut at the Geneva Motor Show—a special version by Pininfarina of the Ferrari 250 GT. coupé

INDUSTRY AND THE STOCK MARKET

CONSIDERING STEEL

By "THE SPHERE" CITY CORRESPONDENT

The steel industry has figured prominently in the news in recent months. Late last year State-owned Richard Thomas and Baldwins made the headlines in opening its gigantic new plant at Newport, and then early this year making its unexpected, controversial but tactically brilliant counter-bid against Stewarts and Lloyds for control of one of its customers, Whitehead Iron. More recently, United Steel has been quietly tightening control of certain outlets for its steel, first bidding jointly with an American company for a small producer of steel strappings, then jointly with Guest Keen & Nettlefolds for an engineering firm. These moves are symptomatic of the pressure in the steel industry to protect itself at a time when a combination of growing capacity and stagnant output is eating into profit margins. The process is likely to continue. By assuring themselves of customers, the steel makers are not only helping their own sales but benefiting from the slightly fatter profit margins at the processing stage. But investors looking for a quick bargain by buying the shares of a processor on hopes of a take-over bid cannot but be daunted by the lengthy list of potential candidates.

It is more profitable, perhaps, to consider the investment prospects of the steel producers themselves, who ought in the long term, at any rate, to gain from this process of rationalisation. Two factors dominate any assessment of steel shares at the present time. First trading prospects—and an analysis of whether they justify the low prices of steel shares (some 20 per cent. below this time last year whereas industrials as a whole are virtually unchanged). Second, the threat of re-nationalisation—and again whether this justifies the present price level.

Take the second point first. It is being assumed that if the steel industry is re-nationalised under a Labour Government, the method will be that threatened by Labour spokesman Mr. George Strauss in the bitter debate of 1953 when the Conservatives returned the steel companies to private ownership. Mr. Strauss said that Labour would re-nationalise steel companies at the price they were then being offered to private ownership. If this threat were to become reality, companies like United Steel and John Summers (whose shares are well above their de-nationalisation price in 1953) would of course suffer severely, while those such as Consett and South Durham (both less than their level ten years ago) would actually gain.

However, it is virtually certain that the Strauss threat is irrelevant. It was made in the heat of the moment and on calm reflection not even a Labour Government would be prepared to withstand the withdrawal of foreign investment from all kinds of British industrial shares that nationalisation on these terms would cause. Far more likely is that the basis of any re-nationalisation of steel, if it were to occur, would be—as it was last time—recent stock market prices of the shares involved.

So a realistic assessment of steel share prospects ought to be based on trading prospects. Here the over-riding factor is the growth in capacity. Thanks to the ambitious expansion programmes begun in the late 1950s, U.K. steel capacity will rise to a shade under 30,000,000 tons this year. But the restraints on consumer demand imposed by the Government in 1961 have meant that output is only running at an annual rate of just over 20,000,000 tons (or 70 per cent. of capacity). The steel industry is forecasting something over 21,000,000 tons this year if demand picks up this summer, but still fears an ugly gap between output and 1965 capacity of 33,500,000 tons.

On a two-to three-year view, then, competition could be extremely severe. But in the current year, at any rate, companies at the light and medium end are expecting to maintain their profit margins. Overall production in the steel industry in the first four months of their financial year has been running about one per cent. above the previous year. The chairmen of the heavy steel companies have, needless to say, been gloomily reporting after three months of their year: "No sign of any improvement in heavy steel" (Colvilles); "Prospects far from encouraging" (Dorman Long) and "Unwise to treat last year's loss and nil dividend as an isolated instance" (South Durham).

But at the medium and light end, the tone is distinctly encouraging. "Our Shelton plant should give a reasonably good showing; our Shotton plant a very good showing" (Summers); "Sales trend upwards—hope for satisfactory results" (Steel Company of Wales); "Earnings this year not very different from last" (United Steel). The last three at any rate sound as though they will be able to hold their earnings and dividends. In which case, their yields of around 8 per cent. gross look distinctly attractive. For them (Summers, United Steel and Steel Company of Wales) the stock market seems to be taking too gloomy a view of short-term trading prospects, particularly if Mr. Maudling's measures to stimulate the economy begin to take effect later in the summer. Since, in addition, fears of re-nationalisation methods are probably misplaced, these shares could well be included in any courageous portfolio. After all, steel shares have only risen twice in the past ten years—each time in an election year—when the Conservatives won. In 1955 steel prices rose 60 per cent.; in 1959 by 140 per cent. This is a measure of the potential gain.

There is no doubt that this tariff advantage has helped Britain increase her penetration of the Swiss market from a 9 per cent. share in 1961 to 12 per cent. last year and to displace Italy as the third biggest supplier. Britain's fiscal advantage, however, would not have availed her much in this highly competitive market if there had not been a big advance in the styling of our cars; and in their technical specifications, finish and servicing arrangements. The importance attached by British car manufacturers to the car market in Switzerland, which has no car-building industry of its own and where imported cars are sold on what is virtually a "free for all" basis, was shown by the presence at the Geneva Motor Show of many senior motor industry executives, including Mr. William Swallow (Vauxhall); Sir William Lyons (Jaguar); Mr. Brian Rootes; Messrs. J. W. Malone and Alec Issigonis (BMC); Mr. John Read (Ford) and Mr. Jack Scott (Rolls-Royce).

Back from Geneva, I have just been discussing sunshine roofs with a man who knows more about the subject than most: Mr. K. R. Hunt, joint managing director of Weathershields Ltd., who supply Standard-Triumph International with the excellent folding roof which is a normal fitting on their new Triumph Herald 12/50. Weathershields originated the sun-roof in Britain before the war and their product—a sliding steel panel—was fitted as original equipment by a large number of manufacturers. The sun-roof fell out of favour with the manufacturers after 1947, but a minority of motorists still insisted on a sun roof and have been paying between £60 and £70 to have their cars "converted."

The estate car version of the Fiat 1100, which was on show for the first time at the Geneva Motor Show

"Eighteen months ago," Mr. Hunt told me, "I sensed a big upsurge in the demand for open-to-the-sky motoring and also found that used cars with an opening roof were fetching higher prices than ordinary saloons. After surveying the chief markets on the Continent, where between a fifth and a third of all cars built have an opening roof, I initiated the design of new sun-roofs including one for small cars which we launched with great success at the last London Motor Show under the name 'Sunway' and at a conversion price of £25 for cars like the BMC Mini. We have also had favourable comments from car firms on new roofs we have designed for bigger cars." Mr. Hunt reminded me that Weathershields are currently supplying sun-roofs to Fiat of Italy and Citroën of France.

We are likely to see twin-engined British saloons racing in a number of events for *gran turismo* cars this season. I know of at least three organisations who are playing around with BMC Minis which have engines front and back: John Cooper's outfit, Paul Emery of Guildford (builder of Emeryson racing cars) and Downton Engineering, the Wiltshire "conversion" specialists, of whom Daniel Richmond is the boss. I believe Richmond has his eye on the Targa Florio race in Sicily, but so far only Emery has come into the open with his plans. He tells me he has extensively road-tested a twin-engined prototype with almost standard Mini units but the cars he is planning to race in GT events this year will have tuned Mini-Cooper motors which, he says, will give a speed of over 120 m.p.h. and acceleration "better than that of an E-type Jaguar."

Emery says his biggest problem was devising a single lever control for both engines (which have the gearbox in the sump). He solved it by using aircraft-style flexible cables. Emery says he will be offering "Twin-Minis"—or should it be "Mini-Twins"?—later this year. Conversion of an ordinary Mini-Cooper will cost about £400. Emery is designing a twin-engined, low-slung, two-seater GT car with sleek glassfibre body, a top speed of nearly 150 m.p.h. and a price tag of less than £2,000 (or £1,500 in kit form).

The British Insurance Association has just put out some interesting comments on the insurance of sports cars. In explaining why—overall—it costs more, the Association asserts that as a class sports cars "do tend to be more vulnerable to accidents than other models" and their claims costs are "markedly higher than average." It supports these statements by quoting the results of a five-year survey conducted by a leading group of insurance companies and based on their own experiences. They found that the annual rate of claims for saloon cars was 15 per cent., with an average cost per claim of £40 for accidental damage. The claims rate for sports cars was 24 per cent. with an average cost per claim of £74.

"We feel," a BIA official told me, "that it is reasonable to expect sports-car owners—as a class—to pay premiums big enough to meet the cost of the claims they produce. You can't expect owners of saloon cars to subsidise the insurance of sports cars." I pointed out that many motorists who buy sports cars are experienced drivers of undoubted skill and that when properly handled these cars are the

(*Continued on following page*)

Haig in every Home

—and Handy Sizes for Picnics, Parties, Travelling and Abroad

Don't be vague—ask for **Haig**

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s. 6d., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

MOTORING

(*Continued from previous page*)

safest on the road. " The underwriting of sports cars," I was assured, " is carried out on a highly individual basis. The particular experience and skill of each applicant is taken fully into account and sports-car owners are not all called upon to pay the same premiums. We pay close attention to a driver's age and accident record."

Briefly. . . . An increase in tyre mail order business may result from the ruling of the Restrictive Practices Court that the tyre manufacturers' register is contrary to the public interest. . . . Latest addition to the Portarack range of roof racks is the Mini-rack, designed mainly for Minis but suitable for all small cars because of their telescopic adjustment. Price £3 9s. 6d. . . . Stirling Moss—beard and all—has joined David Ogle Associates, Ltd., as an associate director and will help design a " dream car " of the four-seat *gran turismo* type. . . . Latest addition to the Midlands Motor Museum (at the Measham centre of Southern Counties Car Auctions) is an 1898 Decauville Voiturelle with 3½ h.p. twin-cylinder engine which drives the back axle directly through a two-speed gearbox.

The 1963 *Michelin Guide to France*, just out, lists 12 instead of 11 three-star " price no object " restaurants, the newcomer being Mère Brazier at Au Col de la Luère, near Lyons. Last year it rated only one star. . . . Going to Ireland? Then don't forget (if you belong to the AA) to get a copy of the 1963 edition of their *Handbook for Ireland* (free on request). . . . Latest model of the Philips Auto-Mignon record-player for cars (23 guineas) fits any make of car and links with the car radio system to play 45 r.p.m. discs. . . . Following Road Research Laboratory experiments at Leicester, Northampton, Wolverhampton and Brighton the Transport Minister has decided not to omit the amber phase from traffic lights.

The standard production Jaguar 3·8 litre saloon at speed on the Monza circuit, Italy, during its record breaking run. It covered 10,000 miles at an average speed of 106·56 m.p.h. and broke three other records in its engine capacity class

GOOD LIVING *by Ganymede*

Most of us have had the experience of being served with Yorkshire pudding which is a mere travesty of the real thing. Frequently, one is confronted by such feeble imitations, usually in the shape of little round cake-like objects with a cardboard exterior concealing a spongy inside reminiscent of rough cotton wool. This can and does happen even in first-class restaurants where other things are as they should be and the roast beef, to which this is the traditional accompaniment, is succulent.

Insult is added to injury when these little hard objects are referred to as " individual " Yorkshire puddings. Making them individual does not require using the wrong batter and cooking them in such an unorthodox way. I am talking of the country generally, London not excepted, but of course, my remarks do not apply to Yorkshire. There, I suppose, the clients, having been nurtured on the real thing, would probably crown any restaurateur who would dare to put the feeble imitation before them. To hear the true Yorkshireman's comments on the frequently found version of the south would turn many a restaurateur's face red.

The real thing can be so delicious, that it is worthy of being eaten as a separate course before the roast beef, as is still done in some Yorkshire homes. This habit is the relic of the old custom, started—so it is said—when meat was very precious and expensive and the pudding was served to take the edge off the appetite. Be that as it may, today it makes the happiest companion to the good old roast beef of England (and Scotland) and has become inseparable wherever roast beef is served all over the world. All the more shame that it is so seldom made properly.

In this Yorkshire-pudding-wilderness of London specially high marks should go to the White Bear Inn, facing Eros in Piccadilly Circus. Here they have taken tremendous trouble over the cooking and serving of their Yorkshire pudding which goes with one of the main specialities of this house : roast ribs of Scotch beef. A recipe has been evolved, which gives the best possible result, and each time only sufficient for four portions is cooked. Strict instructions to the staff demand that any of these not served immediately must be discarded.

I was most interested to see this recipe. The usual ingredients for Yorkshire pudding, as prescribed by all the authorities, including Mrs. Beeton, are these: ½ lb. flour; 2 whole eggs, 1 pint milk. The White Bear Inn version is a distinct improvement on this, as I found, by the best proof, in eating their pudding. It is further enriched by an additional yolk of egg for the same quantity.

To complete the recipe for the benefit of my readers who might like to try it, after a thorough mixing the batter must be allowed to rest for two hours at least in a cool place. When needed, the required amount is poured into a tin containing hot fat (only the purest beef dripping is used at this Inn), and the pudding is done in about 20 minutes in a fairly hot oven. In addition to roast beef this useful restaurant, so handily placed, serves a varied menu at surprisingly modest prices and offers a reasonable selection of wines, some by the glass. At certain times of the day, two complete meals can be had at 7s. 6d. or 10s. 6d. respectively, each offering a choice of three main courses.

Another sign of the times is the almost complete disappearance from menus of the many sweet puddings which used to be an integral and very satisfying part of the Englishman's meals. Their absence is complete as far as the smart West End is concerned, but a rearguard action is still being fought in the City of London, where businessmen are perhaps not as slimming-conscious as their fellows farther west. The reason for the absence of true puddings is not quite clear. I cannot accept the explanation that the old-fashioned English puddings are too heavy for modern tastes. Even a well-made suet-pudding need not be heavy. The steamed sponge puddings I remember so well were feather-light and easy to digest. I cannot help feeling that one of the reasons must be economy of labour on the part of the caterers. It is much less trouble to offer fruit salad, crème caramel, or ice cream.

My memories of the old days were stirred when I was lunching in the the City the other day, at the Peppercorn Restaurant in Seething Lane. My simple meal of paté maison and grilled Scotch salmon was most suitably followed by the best syrup roll I can remember. This was deliciously light and in perfect balance with the rest of my lunch. I was glad to find this on the menu and to hear that such dishes are often featured. It reassured me to know that the art of making these fine puddings has not yet disappeared.

This restaurant offers an amazing variety of dishes and its manager, Mr. Frolic, told me that, while the majority of guests eat traditional food most of the time, they are always willing to try something a little out of the ordinary, something borrowed from the repertory of French, Italian, or other Continental cuisines. Mr. Frolic is an old hand at running restaurants. After an early and distinguished career in the Austro-Hungarian army, he entered his present profession via the old Hotel Sacher in Vienna. I am not surprised that his native charm is capable of inducing the most staid city types to venture into fresh fields.

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13-15, John Adam Street, London, W.C.2.*

IRELAND THIS YEAR! One can comfortably circuit the whole of Erin in a month, but this year we are having to dissect our normal tour into two halves, and our first itinerary, as outlined below, is confined to Eire.

To save time we intend to travel by night to Dublin and, having learnt from experience not to plan too ambitious a journey after a night in transit, we shall on arrival potter around Dublin and later on amble out for a quiet night's sleep at either *Glencormac House Hotel,* Kilmacanogue, Near Bray, Co. Wicklow, which is but 30 minutes' drive out of the city on the Dublin/Wicklow road, or *Old Conna Hill Hotel,* also near Bray.

Fortunately, we have two other good strings to our bow, viz: *Glenview Hotel,* overlooking the Glen O' the Downs, and that long-established hotel *La Touche* at Greystones.

Should we decide to stay in Dublin itself, we shall choose *The Shelbourne* or *The Russell, The Royal Hibernian* or *The Gresham.* For those seeking less sumptuous quarters we also recommend the long-established *Buswell's* and *The Ivanhoe.*

Certainly every visitor to Ireland should stay in Dublin for a night or so, for it is the only way to absorb the friendly spirit of this fine old city on the Liffey.

Then move out as we advocate to one of the outskirt hotels in County Bray or County Wicklow, all of which make admirable stepping stones for the Wicklow Hills, the immediate coast or for daily excursions into Dublin.

On the second day we hope to proceed south-westwards to revisit *The Strand Hotel,* Rosslare, and *The Talbot* at Wexford. Each has an entirely different purport. *The Strand* is one of the best holiday hotels we know of. In June each year the hotel is full with the happiest collection of babes, toddlers and sub-teenagers we have ever met. *The Talbot* at Wexford is primarily a transit hotel, so cleverly organised that coach parties and individual motorists are both made to feel VIPs.

Next on our itinerary is Waterford, where we intend to sample the new *Towers Hotel,* opened in 1963. Stopping overnight at either Waterford or Tramore we shall then make *Acton's Hotel,* Kinsale, 18 miles beyond Cork and six miles from Cork Airport. We are eager to stay at this long-established hotel for the Irish subsidiary Company of Trust Houses Ltd. have acquired it, and a tremendous rebuilding and reconstruction programme was in progress when we were over last year. Kinsale itself is a fascinating spot, historic, scenic and increasingly popular among deep-sea and river fishermen.

Whenever we revisit Ireland we always make a point of exploring new ground, so on the fourth day our objective is the coastline from Kinsale south and westwards. Doubtless, with the opening of Cork Airport, this corner of south-west Ireland will be developed.

Our lodging for that night should be full of promise for, beyond Bantry, we shall be treading familiar ground and shall be well content to have as our roof for the night—*Ballylickey House Hotel, Sea View Hotel* or, a few miles farther on, *Ardnagashel House Hotel.*

Next day, our first goal will be Kenmare, a gateway to the Ring o' Kerry, a circuit which never tires. These are our recommendations hereabouts, at the time of writing: Kenmare *Great Southern* (a C.I.E. hotel), *Tahilla Cove,* near Parknasilla, a gem of a licensed guest house, or *Parknasilla,* another Great Southern Hotel, or at Waterville, *Southern Lake Hotel,* always on the upgrade; *Towers Hotel* at Glenbeigh (one of the high spots of our last year's Irish tour), at Caragh Lake, *Ard-na-Sidhe* (a strictly private hotel where one feels privileged to stay) and then, of course, Killarney itself, where the pick of the hotels are to our mind, *Hotel Europe* (an approximately 100-bedroom hotel, facing the lake and of international standards), and *The Castlerosse,* built on motel lines, but with first-class hotel amenities, food and service and with a superb lakeland view. Also, of course, the *Great Southern Hotel*—a C.I.E. enterprise, with all the money, brains, talent and efficiency behind it.

Delectable scenery lies still farther north, so on the ninth day (for we hope to spend three nights in Co. Kerry) we shall head north for Limerick, Ennis, Gort and Galway. Note, en route, at Adare, the *Dunraven Arms* (an aristocrat in a charming village) and at Gort, *Glynn's Hotel,* long established but bang up to date. Galway is the gateway to the rugged beauteous scenery of Connemara.

Where we shall spend the next two nights remains to be known, though at this early season of the year comfortable quarters should not be too difficult, especially as we have a covey of good hotels to choose from. They are, for your guidance, at Galway, *Great Southern* (a C.I.E. hotel and, like the others of the Group, well managed). *Currarevagh Guest House,* near Oughterard, on the shores of Lake Corrib, where fishing, food and friendship are quite delightful; *The Zetland Arms* at Cashel (the Guinness firm are behind this and, though the fishing is the main draw, the tourist is equally welcome when there is room). *Renvyle House Hotel,* Renvyle (gloriously situated at the back of the beyond) a delightful holiday hotel where all ages can revel in sea, scenery and soulful relaxation. *Newport House Hotel,* Newport. For many, fishing is the main attraction, but we look forward to an atmosphere where one can enjoy near perfection without ostentation. It will probably be too early in the season to visit Mulrany, *Great Southern Hotel.*

Finally, *Ashford Castle Hotel,* at Cong, at the head of Lough Corrib, one of the best-run hotels in Ireland and drawing an international clientele.

We are now nearing journey's end. Before heading east, we hope to spend a night at *Pontoon Bridge Hotel,* a few miles off the highway Foxford/Ballina, Sligo.

Then non-stop for a final night in Eire at *Virginia Park Hotel* (a delightful spot overlooking its golf links, lake and park scenery) or the *Greville Arms,* Mullinar (a quite surprising find for the hinterland of Ireland and strategically positioned for roads leading north/south and east/west).

Only 51 miles from Dublin on a fast and unfrequented main road will leave us the major portion of the day for shopping and lunching in the grill at either the *Gresham Hotel,* the *Lafayette Restaurant* of the *Royal Hibernian,* the famous restaurant at the *Russell* or, if time presses, at the Long Snack bar of *The Shelbourne.*

Wherever we begin or end our Irish tour we shall be conscious of one word—Welcome.

DUBLIN. THE SHELBOURNE

Standing on St. Stephen's Green, in the West—and best—end of Dublin, the Shelbourne is internationally famous as Ireland's National Hotel. Luxuriously appointed, with many private bathrooms en suite. Grill Bar open to 11.30 p.m. Tel: 66471.

BANTRY BAY, CO. CORK. ARDNAGASHEL HOUSE

An incomparable position, only five yards from the edge of land-locked Bantry Bay, for an informal holiday with friendly hosts, and food and wine that attracts the connoisseur. For sailing, sea fishing, swimming, sightseeing and sunbathing, you had better lose no time in making your reservation. Look out for the entrance arch four miles from Ballylickey on the Bantry-Glengariff road. Tel.: Bantry 72.

Nr. BANTRY, CO. CORK. BALLYLICKEY HOUSE HOTEL

At this country-house hotel of the first grade, standing on a knoll above the Bantry/Glengariff road, will be experienced —thanks to an Irish and French marriage—a happy blending of Continental style food and wine with the warmth of Irish hospitality. Tel.: Bantry 71.

Nr. BRAY, CO. WICKLOW. OLD CONNA HILL HOTEL

To call for a meal, to stay for a week, will be an experience never-to-be-forgotten. Only twelve miles from Dublin, this stately Irish home set in 200 acres looks across to the sea and mountains, embraces luxury, elegance and superb food. Do not miss it. Tel.: Bray 2904.

CASHEL, CO. TIPPERARY. CASHEL PALACE HOTEL

This once palace of the Archbishop of Cashel has been converted on luxury lines, each bedroom having its own private bathroom and telephone. One hundred miles from Dublin on the main road to Cork, Cashel Palace will prove a comfortable and satisfactory discovery. Tel.: Cashel 131.

CONG, CO. MAYO. ASHFORD CASTLE HOTEL

Ireland's most spectacular fantasy. A holiday hotel open in all seasons and planned to suit every taste, be it sport, perfectly prepared food or fine wines. On the shore of Lough Corrib. A castellated gatehouse to Connemara. Under the personal direction of Noel Huggard. Tel.: Cong 3.

GLENBEIGH, CO. KERRY. TOWERS HOTEL

For a genuine Irish welcome, for charming accommodation, the assurance of good food and authentic wines, this hotel, run with efficiency and enthusiasm by the owners, Mr. and Mrs. George E. Evans, would be hard to beat. On the Ring of Kerry, it is admirably focused for fishing, shooting and sea bathing. Tel.: 12.

GREYSTONES, CO. WICKLOW. LA TOUCHE HOTEL

Eighteen miles south of Dublin by road or rail, within pleasant daily compass of the Wicklow Mountains, Avoca, Wooden Bridge and other beauty spots, this first-class fifty-bedroom hotel lends itself to the short or long term holiday visitor. One hundred yards from the sea, own croquet and tennis lawn. Open all the year, so well suited for off season vacations. Tel.: Greystones 4401.

KILLARNEY, CO. KERRY. HOTEL EUROPE

Modern hotel thought is experienced in this five-storey 100 bedroom hotel, facing one of the famous lakes. A fantastic panorama of water studded with islands and a mountain background. An hotel designed for those who can afford the best in bedroom comfort, cuisine and cellar excellence. Tel.: 300.

KINSALE, CO. CORK. ACTON'S HOTEL

For years this land-locked coastal resort has been famed for its deep sea, harbour and river fishing. Acton's Hotel, with Trust Houses Ltd., as the owners, will create a greater interest in a neighbourhood rich in scenic and historic charm. Cork Airport but six miles. Tel.: Kinsale 72135.

NEWPORT, CO. MAYO. NEWPORT HOUSE

With this Georgian mansion of gracious living as his lodge, the sportsman can enjoy some of the best salmon, trout fishing and rough shooting in Ireland. Newport House is equally a homely base of rare vantage from which to enjoy the wild beauty of Connemara and Achill Island. Tel.: Newport 12.

RENVYLE, CO. GALWAY. RENVYLE HOUSE HOTEL

On one of the most westerly points of this rugged paradise, Connemara, facing sea and lake. A first class hotel for the family, offering good bathing beach, tennis and children's play room. Catering designed to please and satisfy the most critical. Of the 44 white oak furnished bedrooms, 19 have their own bathrooms. Tel.: Renvyle 3.

VIRGINIA, CO. CAVAN. THE PARK HOTEL

An admirable half-way house 'twixt Belfast and Dublin and a charming venue for a complete holiday. Overlooking Lough Ramor with extensive wooded grounds and nine-hole golf course, the hotel offers free golf, fishing, shooting, boating, television and indoor recreations. Modernly appointed bedrooms, some with private bathroom. Open all the year. C.H. throughout. Non-residents welcome. Tel.: Virginia 35.

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